

# **THE FIFTH HORSEMAN OF THE APOCALYPSE**

## **UFOS: A HISTORY**

1951

## **SUPPLEMENTAL NOTES**

By

Loren E. Gross

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Fremont CA

"UFOs are the Fifth Horseman of the Apocalypse."

--- Dr. Lincoln La Paz

"Supplemental Notes" consist of material under consideration for any revision of the original UFO history volume, covering this time period.

January.

1 January. Huntsville, Alabama. (about 7:00 a.m.)

"No explanation for flying machine." (See clipping below and on page 2)

# Family Reveals UFO Sighting in 1951

by BARRY J. CASEBOLT  
Times Science Writer

The New Year began like every day for the Sowell family of Oak Grove, La., until the brother of Narvel Sowell went out to the barn to milk the cows.

It was about 7 a.m., the morning of Jan. 1, 1951, on the little Louisiana farm operated by Katie Sowell's brother-in-law. The Sowells live in Huntsville.

That was about to occur would be the first and last of its kind in the Sowell repertoire of experiences — to

Katie, a partially disabled medical secretary and mother of three, was with relatives during the holidays while her husband was out-of-state. He is a pilot and retired Department of Defense employee.

A dozen say they saw the machine that morning, but it was never spoken of until last Christmas at a gathering of kin in Huntsville at the Sowell residence on Todd Mill Road.

Katie, who claims to be a "very religious" person, has a sharp and exact memory. She can still remember names of patients from her years of working in a physician's office.

She remembers her brother-in-law running back into the house from the barn. He was excited.

"He told everybody to get up and outside in a hurry,"

recalls Katie. "He said there was a flying saucer out there. . . between the barn and the house."

About a dozen people got out of the house into the front yard of the farm on level land. They reported they stood gazing, mouths agap, as the craft "swoooooshed" quietly from west to east turning counterclockwise as it moved over nearby trees about a quarter of a mile from the house.

"It was going on a straight course, from west to east," said Katie in an interview. "It was going at a very slow rate of speed and it sort of darted instead of moving steadily."

The morning sky was clear. The sky was blue with no fog or haze and the sun was up over the horizon.

As it darted along past the Sowell farm, the flying machine, which was witnessed by the family "for 15 to 20 minutes" finally banked and "just disappeared straight up. It was completely out of sight in a second or two," said Katie.

As it altered its course once past the house, the family saw it from all views — top, bottom and side.

Windows that couldn't be seen through were sandwiched between the two "upside down saucers," said Katie. She described the outer skin of the machine as "polished brass." It was perfectly round on the top and bottom with no antennas or other pieces of hardware.

There was no strange smell or sound, other than the "shoooooosh" heard as it pas-

sed close by them.

The flying machine had no moving parts, but Katie estimates it was 30 to 50 feet long, and about the size of her six-room house. "It looked like it was very heavy by the way it moved," she said.

There was no visible means of propulsion.

As far as Mrs. Sowell knows, her accounting of the sighting in Louisiana is one of the few documented, daytime, well-witnessed observations of an unidentified flying object. It came so close to them that they could see the partitions between the rows of rectangular "windows" between the two "saucers" that looked like meshed symbols.

What did Katie feel as she watched the craft?

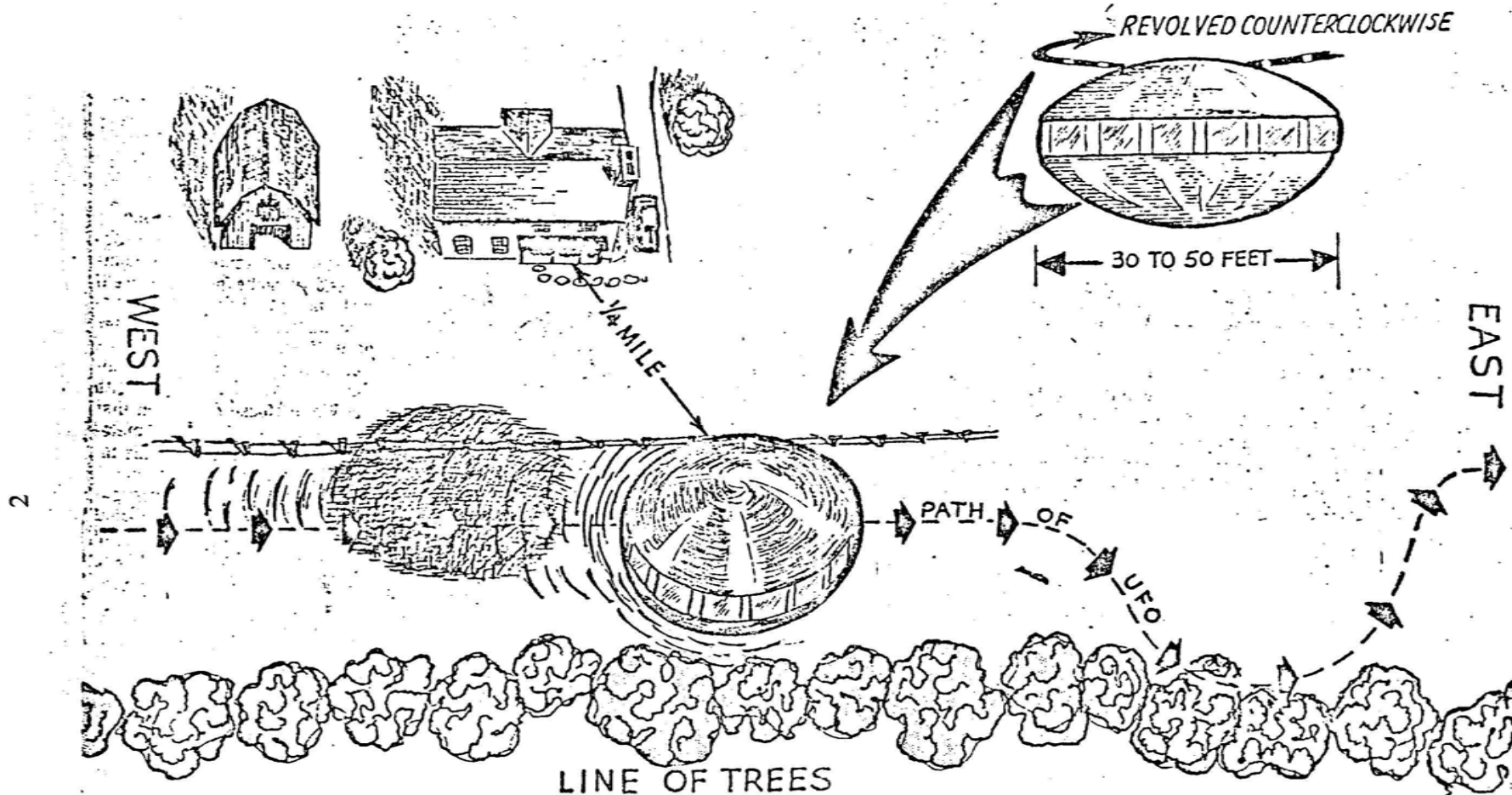
"I felt at that time that there was an intelligence greater than ours," she recalls. "No one on earth that I know about — and my husband is a pilot — knows how to suspend a craft in the middle of the air with no moving parts."

They all "tried our best to see in the windows that looked like glass, but we couldn't see anything," she continued.

The windows went all the way around the ship.

There was no telephone in the house, and no one thought about taking pictures. It was too bizarre, strange, exciting.

Members of the family kept quiet about what they saw on that Louisiana farm near the Arkansas border for about 22 years.



(Sketch by Roland Throneberry)

**PATH OF FLYING MACHINE AS VIEWED BY THE SOWELL FAMILY OF HUNTSVILLE**

*It Had Windows, But You Couldn't See Inside*

**No Explanation for Strange Flying Machine**

The Bob Considine's "The Disgraceful Flying Saucer Hoax," Col. C.H. Welch, and the Air Force's public relations strategy.

In 1967 Dr. James McDonald learned that Col. C.H. Welch, a retired USAF press-relations officer, lived in Tucson. It was Welch who approached McDonald, and not the other way around as one would think: "Welch pointed out that he had been in charge of public relations for the Air Material Command, at WPAFB, during the early period of the UFOs. Was there from 1944 to 1951, when he retired to Tucson." (xx.)

(xx.) Letter: To: Low, Hall. From: Dr. James McDonald. The University of Arizona. Tucson, Arizona. 85721. 14 March 67. McDonald archives. Special Collections Division, University of Arizona Library.

Welch gave the impression he was not familiar with the details of that period in regards to UFOs, but he did, as McDonald puts it, "shed some light on Air Force reactions." One can take Col. Welch at his word, or take a more skeptical view and believe McDonald was suckered by the same strategy that was being used back in 1951, especially since Welch was enthusiast about Dr. McDonald's foul-up (instead of cover-up) theory. The "foul-up" theory stated that the Air Force had no clue UFOs were anything but a nonsense problem in 1951 and were still laboring under that handicap as of 1967!

Here is what Welch said, according to McDonald:

"He [Welch] stressed, several times, that they were receiving 'hundreds of reports' month after month in those years. He commented twice on the numerous hoaxes, saying that some were rather involved and were hard to understand. 'Some people would go all over the country to carry out a hoax.' I got the impression that hoaxes were more a subject of discussion in his channels than the unexplained cases. But he was careful to point out that there were 'a few that couldn't be cleared up.' Said that their engineers were bothered by the latter, but always indicated that if they just had more complete data they'd have found the explanations, in all probability [Standard Air Force PR talk].

"Then he volunteered the remark that unless a given UFO problem was forced on the WPAFB engineers, they 'didn't want to spend much time on it,' and he agreed that often the level of analysis was superficial then. I stated, at that point in our phone conversation, that I have been at WPAFB, and found problem[s?] downgraded, receiving little attention from any of the high-powered talent at WPAFB. He seemed not surprised at this, and volunteered comment that LeBailly's office (SAFOI) tries to play it down [reference to current policy as of 1967], and keep the public from getting all worked up about UFOs. But he agreed, emphatically, when I said I thought such playing-down was not any cover-up, but rather reflected USAF conviction it's a nonsense problem.

"Welsh said call him if anything comes up where I think his early contact with the press aspects arises.

"He remarked he was personally responsible for getting an article into *Cosmopolitan* magazine ca. 1950 that attacked Keyhoe's position [Nothing to brag about considering Watson's comments about "snowing" Considine and the awful Mariana lawsuit]. Here again, he related this as if the main point was that there



was all this confusion and public misunderstanding about flying saucers, abetted by writers like Keyhoe who were sensationalizing it for their own profit. I interjected that Keyhoe has not altered his position [1967] and that to me it seems to have much merit – and he made no effort at all to dispute this [!]. Curious reaction. He seemed to say that now he felt the subject needed a new look, yet blandly remarked on cited past USAF efforts to play it down.

“Of entire conversation, probably the most important point he made was the quite straightforward comment that the WPAFB engineers took a rather casual attitude towards the UFO reports in that early period, dug into cases no further than they had to, because such activity interfered with jobs they already had.” (xx.)

(xx.) Ibid.

5 January. Third Army/Oak Ridge seeks help.

Weather too warm for ice clouds? (See document on page 5)

20 January. Sioux City case. The “impossible plane.”

Testimony of Airport Traffic Controllers. (See document on page 6)

23 January. Status of Land-Air Askania stations.

Holloman AFB reported the following to Wright Field:

“On 23 January 1951, Mr. Elterman, Air Force Cambridge Research Laboratories, telephoned Lt. Albert, Holloman Air Force Base, and reported the following:

- (1) Paper work regarding the contract extension which had been approved should reach Holloman Air Force Base any day.
- (2) Lt. Albert reported negative results at P-14 and P-15, which caused Mr. Elterman to state that the spectrum grating phase, paragraph 2d(2), should be shelved until there was further activity.” (xx.)

(xx.) Letter: To: Comanding General, Air Material Command. Attn: MCI, Wright-Patterson Air Force Base, Dayton, Ohio. From: Headquarters, 2754<sup>th</sup> Experimental Wing, Holloman Air Force Base, New Mexico. 13 September 50. EMO 000.92/1. Evidently this information, which is dated later than 1950, is an attachment to the 1950 document even though that is not indicated.

Aero Club of New England.

The Air Force claimed it was “maintaining its interest in UFO reports” but Col. Watson’s violent anti-UFO activities proved otherwise. (See memo on pages 7-8)

By W.G. Lewis NARS, Date Jan 29, 1951 NAVJ 641308

AFOIN-V/TC 5 Jan 51  
Lt. Col. Willis/ro 71095  
wtn 5 Jan 51

(Unclassified) Unconventional Aircraft

1009th Special Weapons Squadron  
Assistant for Atomic Energy, DCS/O

Directorate of Intelligence, DCS/O

24 JAN 1951

Lt. Col. Willis/ro 71095  
AFOIN-V/TC

1. The Directorate of Intelligence, USAF, has reviewed the Third Army's "Report of Unconventional Aircraft" and the first indorsement prepared by the Intelligence Department, Air Materiel Command, which are included herewith.
2. To secure more information on reported weather at the time of the radar observations of unidentified flying objects, a request was made of Air Weather Service by this Headquarters. Weather reported at Knoxville on 12 and 13 October 1950 was as follows:

Time	Clouds	Visibility	Temperature	Dew Point	Wind	Velocity
2330	None	22 miles	49°F	40°F	SE	2 mph
0030	None	12 miles	45°F	40°F	Calm	---

This reported weather tends to disprove any theory of ice clouds in the area reflecting radar pulses in such a way as to give a bright return similar to that from an aircraft.

3. On 1 December 1950, additional reports of radar difficulties at Knoxville early warning radar were brought to the attention of this Headquarters. The Intelligence Department, Air Materiel Command, was directed to send qualified electronics personnel to the Oak Ridge atomic energy plant to investigate.

4. The results of this investigation are presented in Tab "A" included herewith.

2 Incls:

1. Ltr fr Hq Third Army  
w/1st Ind and 2 Incls.
2. Tab "A".

J. KIELING  
Colonel, USAF  
Executive  
Directorate of Intelligence

*Incl. H2 To Dir (1) per 1/1*  
*big cones only*  
*X 360.2 Atomic Energy*  
*X 319.1 G-2 Report*

OFFICE SYMBOL	1. AFOIN-V	2. AFOIN-A	3. AFOIN
GRADE AND SURNAME OF COORDINATING OFFICERS	<i>Col. Lewis</i>	<i>Col. USAP</i>	<i>Col. USAP</i>

SECRET

60 JAN 51 D  
DIRINT  
HQ USAF

COPY

I, John M. Williams, Airport Traffic Controller and Millard H. Keenan, Assistant Airport Traffic Controller were on duty at the Sioux City Airport Traffic Control Tower at Sioux City Municipal Airport, Sergeant Bluff, Iowa from 1600C to 2400C January 20, 1951 and observed the following:

At approximately 2020C a bright light was observed from the control tower. When first noticed the light appeared to be approximately 2,000 feet above the surface on a bearing of approximately 285° from the tower and about 2½ to 3 miles away. This light appeared to be stationery and of extreme brilliance for a period of one to two minutes, then gradually began to fade. At this time Mid-Continent Airlines Flight Nine was given taxi instructions for takeoff and was then advised of the light the tower had in sight. The pilot was unable to locate the light which had faded to a dull glow and was climbing rapidly in a southerly direction. At approximately eight or nine thousand feet and a distance of about four miles the light appeared to become stationery again southwest of the airport. Mid-Continent Airlines Flight Nine took off northwest at 2027C and made a left turn. The tower then advised as to the light's position. Within a few seconds the Mid-Continent Pilot sighted the object. The pilot then turned to a southerly heading and advised the tower the object appeared to be a very large military aircraft. The pilot asked if there were any jet aircraft in the vicinity. The tower then replied there were not any known jet aircraft in the vicinity of the airport. At this time N1810V, a Cessna Model 140 called the tower and advised he was low on fuel and was making an emergency landing at Sioux City. The Cessna was immediately given landing instructions and landed at 2032C. Also, at approximately the same time N3137V, a Beechcraft Bonanza called for landing instructions and landed at 2036C. At approximately 2030C Mid-Continent Airlines Flight Nine advised the object was flying a loose formation with him. Mid-Continent Airlines Flight Nine was at an approximate altitude of 2500 feet on a northeast heading about one mile southeast of the airport. The pilot asked if the tower had the object in sight. The object could not be observed from the tower. Mid-Continent Airlines Flight Nine then took up a northwest heading circling directly over the tower, advising at the same time the object was directly on their tail. At approximately 2031C the object was observed apparently following Mid-Continent Airlines Flight Nine just before Flight Nine passed over the tower. The pilot then took up a northeast heading and asked for the position of the object. The tower advised the object was in sight about a mile and a half due east of the tower at an estimated altitude of 2,000 to 3,000 feet above the ground apparently in a stationery position. The object then began to move at a high rate of speed in a northwesterly direction. The pilot of Flight Nine again asked the position of the object and the direction it was traveling. The tower advised that the object was approximately half way between Mid-Continent Airline Flight Nine's altitude and the ground and was moving very rapidly in a northwesterly direction. Mid-Continent Airline Flight Nine then proceeded on course to Omaha, Nebraska at approximately 2034C. The object was last sighted from the tower at 2034C headed in a northwesterly direction.

The foregoing statement is true and correct to the best of our knowledge.

Date January 22, 1951

/s/ John M. Williams  
/t/ John M. Williams

/s/ Millard H. Keenan  
/t/ Millard H. Keenan

COPY

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 841308  
 By W.G. Lewis MARS, Date Jan 29, 1985.

AFOIN-V/TC  
 Lt.Col. Willis/ro 71096  
 wtn 29 Jan 51

# MEMORANDUM FOR RECORD

## PROBLEM

1. To prepare a non-military letter to Mr. Robert B. Sibley for signature of the DI/USAF.

## FACTS AND DISCUSSION

2. The Hon. Thomas K. Finletter, Secretary of the Air Force, has received a letter from the President of the Aero Club of New England, Mr. Robert B. Sibley, which stated that further inquiry into the sightings of unknown aircraft should be made. It was the impression of the Aero Club that no notice was being taken of the many reports concerning unidentified flying objects. The letter requests the Air Force to resume its inquiry and consider the possibility that some of the unidentified aircraft sighted by reliable witnesses may have been vehicles from a planet other than the Earth.

3. The reply was prepared by AFOIN-V/TC after a review was made of the files on this subject and a complete file of press releases obtained from OPI. This reply was coordinated with AFOPR.

4. The reply stated the present position of the USAF concerning the handling of unidentified flying object reports. Since a memorandum to the press, dated 4 April 1950, contained a clear-cut statement of present Air Force policy, a copy was inclosed for the information of the Aero Club. The reply does not make any statements concerning unexplained sightings, since this would have to include conclusions reached as a result of field investigations that have been classified restricted or higher.

5. On 27 December 1949, the Air Force announced that the "Saucer" project, established in January 1948 at Wright-Patterson Air Force Base, was being discontinued. At that time, it was stated that there was no evidence that the reports are not the results of natural phenomena. However, the Air Force continued to maintain its interest in all reports of unidentified flying objects by establishing a continuing requirement upon the Intelligence Department, AMC, to review and evaluate such reports. AFOIN-C has been required to forward all reports from Air Force intelligence officers and special reports from other agencies directly to the Intelligence Department, AMC. In addition, the Office of Special Investigations forwards copies of reports from field investigators to the Intelligence Department, AMC.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 871300  
 BY W.G. Lewis MARS, Date Jan 29, 1985.

6. Since August 1950, all reported incidents of flying objects have been monitored by Lt. Col. M.D. Willis, AFOIN-V/TC. When it appeared advisable to require further field investigation and evaluation of an incident, AFOIN-V/TC has advised the Intelligence Department, AMC, as to the action deemed necessary.

7. There have been several incidents, during the last six months, which cannot be explained and further investigation may be necessary. However, the conditions under which the sightings were observed makes it extremely difficult to evaluate the statements made, or to make any conclusive check of the factual correctness. To date, there has been no physical evidence of any flying object having caused injury or damage. All reports have been based on visual observations only. Therefore, it is reasonable to maintain the position expressed in the memorandum to the press, dated 4 April 1950.

8. Subject matter will not be submitted for inclusion in the Daily Staff Digest.

#### ACTION

9. Approval, signature, and forwarding.

#### COORDINATION

Major Robinson, AFOPR, Ext. 73328

25 January. Tijuca, Brazil. (about 9:30 p.m.)

General sees UFO?

According to our source:

"Gen. Alcebiades Santos who resides at 195 Rocha Miranda St. in Tijuca, Rio suburb, contacted a Rio newspaper office yesterday evening at 21:30 hours to report that he witnesses a strange phenomenon. The General said that he had seen a great light with the appearance of a large star that irradiated a strong white light. He added that the bright light traveled through the skies at slow speed. At first he thought it was a meteor, but later he noted that the light had other characteristics. It was not a plane since the light turned and pursued a zigzag course without apparent stability. He heard no motor noise. The object seemed to be traveling on a north-south axis. Since it remained nearly 5 minutes in full view, several neighbors were called out to view the alleged flying disc. The light finally disappeared among the clouds. The observers lingered for one hour on the scene, but the light did not re-appear." (xx.)

(xx.) C1 Brazil. Jan. 27, 1951. BRIEFS. Page C2. The author has lost track of the official U.S. agency that compiled this document. The upper left hand corner has a pencil mark "FBIS." A source given in the text following the news account may indicate a radio broadcast: "ZYC9 Rio de Janeiro, Jan. 26, 1951—R."

## February.

2 February? 27 January? Las Vegas, Nevada. (about 5:00 p.m.)

UFO visits Nellis AFB? Snooping on A-test?

A control tower operator at Nellis AFB claims a UFO paid a visit at the time of one of the nuclear tests conducted during the "Winter of 1950-51." A check of AEC experiments narrows the date to one of four blasts over a period of six days early in 1951 (January 27<sup>th</sup> - February 2<sup>nd</sup>).

The time was about 5:00 p.m., just after sunset which came early at Nellis because of the surrounding mountains. The sky was still blue and the weather excellent with not a hint of a cloud.

A station northeast of Nellis at Bryce Canyon, first saw the object and alerted Salt Lake control. "FK" (name on file) and "EW" (name also on file) were on duty in the 60-foot tall control tower at Nellis field when word of the UFO came over an open channel. "FK" states that the object apparently passed over Las Vegas where people in the streets could see it. Civilians phoned Nellis to ask about the strange object in the sky. Base Operations contacted "FK" and "EW" in the control tower and requested a careful visual scan of the area. Nellis at that time had no radar. An object was spotted an estimated eight miles to the southeast and high enough to reflect the orange color of the setting sun. The orange blob was approaching Nellis field on a downward slant at a slow speed, perhaps 100 mph.

"FK" and "EW" watched the object with their binoculars as it leveled off from its dive and flew parallel to the Nellis runways. The thing came within a mile and a half of the tower as it



passed by. (See drawing by witness on page 11)

Under magnification, the object proved to be saucer-shaped, resembling two dishes, one inverted on top the other. The clam-like body appeared metallic and had no windows, seams, or other external features. There was, however, one detail of note. The object was trailing smoke, a very thin vapor that quickly dissipated.

When the "saucer" flew by and reached a point about seven miles from Nellis tower, it stopped its forward motion and began to circle. It circled three times and then hovered. The area below it was rough desert with nothing of apparent interest. The saucer then began to lose altitude, and at about 100 feet above the ground entered the shadow cone of a nearby mountain peak. At that point nothing more could be seen by the tower operators. "FK" confessed that if he had not been on duty, he would have run over the "landing site" to investigate.

"FK" wondered if the incident had any connection with the atomic test at Frenchman's Flats because he was in radio contact with the aircraft that was dropping the bomb.

Due to the darkness the UFO was not seen leaving the area. (xx.)

- (xx.) Transcription from cassette tape of a telephone conversation between Dr. J. Allen Hynek and "FK" (name and address on file) At the time of the interview the witness was a detective with police department of Chicago, Illinois. (Copy of transcription in author's files.)

North Atlantic. Top Secret.

According to our source, officials in Iceland were alarmed by numerous aerial intruders in their region during the year 1950. The performance characteristics of these strange intruders made these violations of NATO air space a problem of great concern. Attempts to intercept and identify the intruders were conducted without satisfactory results. Icelandic authorities were profoundly puzzled and upset by what they could only assume were incursions of Russian long range aircraft of an advanced design. Reports reaching the Icelandic government indicated that the amazing "Communist experimental craft" were even being sighted off the Canadian coast, far to the West.

In February, 1951, in response to a request by its NATO ally, the United States authorized a build-up of the American military presence in Iceland. Among those chosen to do some secret preliminary liaison on logistics were Senior pilot Lt. Albert Jones and a Lt. Fred Kingdon of the U.S. Navy. Both were experts in the planning of military transport operations.

Officers Jones and Kingdon toured Icelandic air facilities and attended a series of meetings with local management personnel who would assist in the processing of the men and equipment due to arrive from the U.S. Included in the meetings were representatives of Lockheed Overseas, Inc., the company that held the contract to operate Keflavik airport. It was during these logistic discussions that Jones and Kingdon were made aware of the "mystery intruders." Neither American had been briefed on the subject by U.S. Intelligence probably because they had no need to know. Only later did they have good reason to believe the "aerial intruders" subject was "Top Secret." (xx.)

- (xx.) "Bethune Report." Interview of Graham Bethune by Bob Durant. Date: March 1998. "Meetings in Iceland." pp.19-20. Copy in author's files.

For U.S. military air transport, Iceland was an important part of the northern air route to



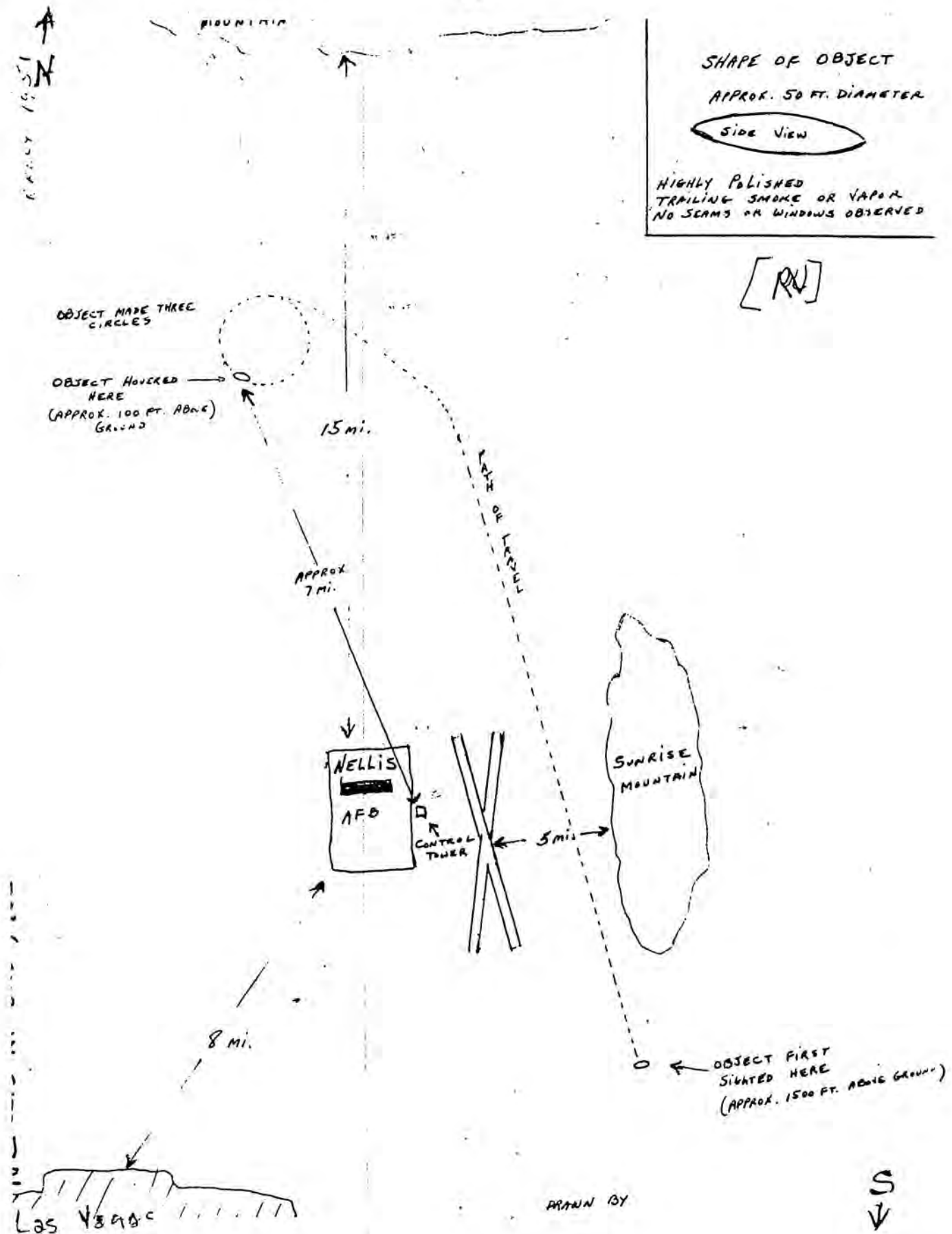
## SHAPE OF OBJECT

APPROX. 50 FT. DIAMETER

SIDE VIEW

HIGHLY POLISHED  
TRAILING SMOKE OR VAPOR  
NO SEAMS OR WINDOWS OBSERVED

[RV]



Europe. Aircraft of the U.S. Navy's Logistic Air Wings took off from Argentia, Newfoundland and made one stop at Keflavik for refueling, and then they continued on to London. The southern air route out of Argentia terminated at Port Lyautey, Morocco, with a refueling stop at Lajes Azores. There have been UFO sightings at both Argentia and Port Lyautey over the years that have been publicly reported. A look at the map makes one wonder what interest anyone would have in either place except aside from the airfields. The same goes for Goose Bay, Labrador, another international airport in the region. (See letter from a John Burton on page 13)

10 February.

Mid Atlantic encounter.

Completing their assignment in Iceland, lieutenants Jones and Kingdon joined the crew of a Navy R5D transport for a flight back to Argentia. Piloting the plane was Graham Bethune. The Co-pilot was Lt. Kingdon. Also in the cabin were Lt. Albert Jones and a Lt. John Meyer. There were 31 passengers. The moon could still be seen, slowly sinking below a clearly defined horizon as the Navy plane passed the southern tip of Greenland. Visibility was excellent. (See Lt. Kingdon's account of what happened next in my 1951 UFO history monograph under the heading "Atlantic aerial anomaly.")

13 February. Flying saucers officially "knocked out of the sky?"

The famous Dr. Liddel story. (See clipping on pages 14-15)

15 February. The Cocker/Spradley news story.

The Cocker/Spradley news item was so embarrassing we will quote it word for word:

"Two Wright Field officers added another chapter to the 'Flying Saucer story' last night.

"Capt. J.E. Cocker, of the All-Weather Flying Division, and Capt. E.W. Spradley, of the Aerial Photographic laboratory, claimed they saw 'saw a strange object' in the sky while on a test mission recently.

"They said they were flying in a C-47 at about 12,000 feet near Alamogordo, N.M. Their plane had taken off from Holloman Air Force base to track a large balloon sent up to take weather observations. The balloon was similar to the type used in 'Project Skyhook' disclosed this week by the Navy.

"Captain Spradley described it: 'We were following the balloon when I noticed a strange object in the sky. It was flat and looked like a dime. It was a milky color. It wasn't doing anything, just hovering there near the balloon.'

"The object and the balloon were at a much higher altitude than the C-47, they said. It was estimated 'somewhere around 50,000 or 60,000 feet.'

"Captain Cocker also saw the object. He got up from his seat and looked at it from the plane's astrodome.

" 'I saw something I never saw before,' he said.

" 'It was perfectly round. But I don't know what it was. In a way it looked like a

Report of a U.F.O. sighting by John D. Burton White Plains, N.Y.  
at Goose A.F.B. Goose Bay, Labrador 1951

FIRST  
HALF  
1951

DATE: Within the first half of 1951- exact month or day unknown.

TIME: Approx. 2:00 A.M. (0200 Hrs. military )

PLACE: Radar Station, Goose Bay Lab.

LOCATION OF VIEWER: In a large barbed wire enclosed compound.

Object approached from a south-westerly direction, first seen by Sentry A in compound- brought to the attention of myself and Sentry B with these words, "Look at this jet coming in." Approx. 50 deg. above the horizon which would put it above the tops of the Mt. range that circled the Base. The object appeared to be about 10 miles away-Bay and dock area being approx. 10 miles south of viewers- object appeared to be over Bay. It's size was a little smaller than a ten cent piece held at arms length. The first impression was that it was the navigation lights on an aircraft.

It was a single object of a very bright, sharp, intense, cold feeling light, moving at a very rapid rate of speed. That accounts for Sentry A's exclamation of "Look at the jet" etc. Estimated speed was about 200 to 300 MPH but I can't be certain as we didn't have time to measure it. The three of us stood and watched it approach. I stated "If it's going to land it better slow down".

The object appeared to be anking the first leg of a landing approach. By this time it was over the south end of the field, making a left turn, not banking just turning. There was no engine or jet noises of any kind. The object completed an almost 360 deg. turn and lined up, heading south, with the north-south runway. It had lost a terrific amount of altitude by this time and was making what would normally be a power-on landing. Still nor jet or engine noises.

The runway was about 1 1/2 miles from our location. The object was below the tops of the mts. in the far distance and still just a very intense light. No vapor or exhaust trail, no idling noise. NOTE: In this country at this time of year and at night a door slammed on the other side of the base could be heard where we were.

Almost a quarter of the way down the runway the object, now moving about 100 MPH, pulled straight up, gained about 1 sec. altitude and at almost tree top level headed directly north. Backing in the opposite direction it was heading. Sentry A ran to the 35' tower, which housed antenna for a MPS-4 height finder, and climbed to the top to watch. Directly north of the site was a "cut" in the mts. made by the Hamilton River. The object went thru this "cut" below the tops of the mts. I ran to the control center and asked the P.P.I. scope operator where the unknown had come from, he stated that there were no flight plans and no A/C on the scope since 5 o'clock yesterday.

No other type of radar was on the air at this time ( G.C.A. or D.F. ) That was the last we heard of this particular U.F.O. but we were visited many more times before my 13 months were completed up there.

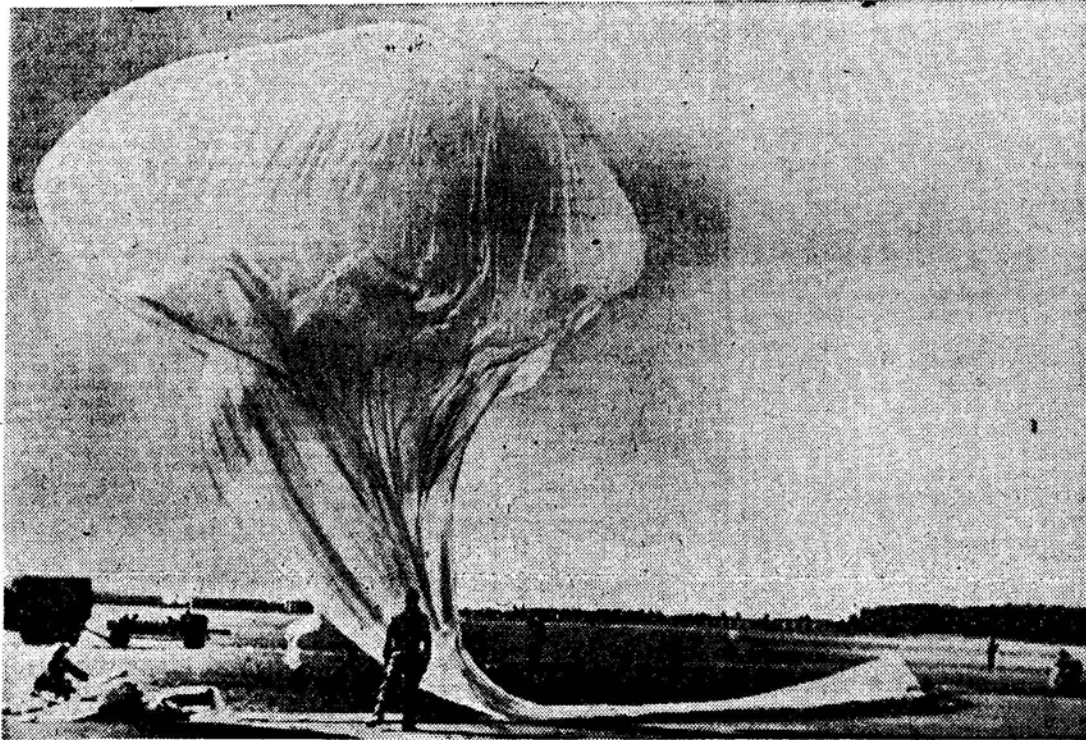
Sentry A in the report can't be located, all I havw is his former add.  
Sentry B " " " is dead.

*John D. Burton*

John D. Burton

NEW YORK WORLD-TELEGRAM AND SUN, TUESDAY, FEBRUARY 13, 1951

# Saucers Just Bags of Wind?



The office of Naval Research said today that "skyhook" balloons like the one above had been mistaken for all those "flying saucers" seen in the U.S. since 1947. The balloons are 100-foot plastic bags which sometimes rose 19 miles into the atmosphere, carrying equipment to check cosmic rays.

## Navy Casts Cosmic Light On Saucers

Flying saucers were officially knocked out of the sky today, but the Office of Naval Research in Washington admits people did see something.

That something was not a saucer, just a plastic balloon playing tricks on the eye when it floated across the sun's path.

All other evidence, says chief nuclear physicist Dr. Uner Liddel, was strictly in the mind of the observer.

### Balloons Were Secret.

Since 1947 "flying saucers" have been reported by airline pilots and spectators with their feet on the ground. The Air Force and other government agencies repeatedly denied their existence. The Office of Naval Research failed to enlighten the observers, Dr. Liddel said yesterday, because the balloons were secret stuff.

Said Dr. Liddel:

"The lateral rays of the sun at dawn or dusk illuminate the base of the balloon. There is no chance of ever seeing the full roundness of it because you are so far below it. Some of them rose 100,000 feet, or about 19 miles.

"You see only the illuminated cup at the bottom. If your imagination soars, the light reflection on one side may impress you as the glow of an atomic engine.

"The wisp of the balloon's instrument may impress you as the exhaust. The sun's rays may suffuse the plastic bag to a fiery glow."

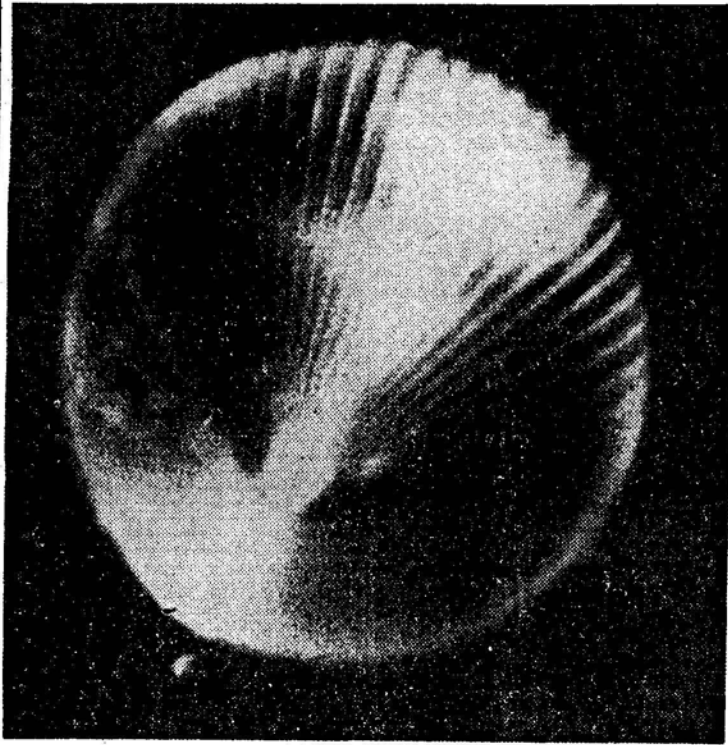
Dr. Liddel said the balloons were used to study cosmic rays in upper altitudes.

### Was After a Balloon.

Dr. Liddel said that Capt. Thomas F. Mantell, Air Force pilot who chased a saucer in 1948, and was found dead in his crashed plane, probably passed out when he roared above 30,000 feet and ran out of oxygen.

"Our studies show that Capt. Mantell and other pilots were pursuing a balloon of the skyhook type," Dr. Liddel said. "Capt. Mantell could have never reached the height at which the balloon was traveling."

The scientist also believes that pilots "have no experience with things of these kind" and made estimates that were highly imaginary.



Look Magazine Photos From Acme.

This picture of a "skyhook" balloon 77,000 feet above Minneapolis shows how the gas bags may have fooled airline pilots and ground observers. Reflected sun rays created flashes which some observers may have thought were the exhausts of atomic power plants.



star without any twinkle, although it appeared a perfectly clear silver color.'

"Captain Cocker reported that he watched the object about five minutes.

" 'It appeared to hover next to the balloon for a while, and then it separated. As it did, the thing accelerated in speed. Just before it disappeared I saw three brilliant flashes, like photo flashes, then it was gone.'

"An airman and a civilian also were in the plane and saw the object, it was reported.

"Wright Field officials said they had no official comment to make. The flyers, however reported their observations to field authorities." (xx.)

(xx.) Dayton, Ohio. *Journal-Herald*. 15 February 51.

The Cocker/Spradley experience demonstrated again the weaknesses in Col. Watson's anti-UFO approach. A credible UFO investigation of sorts was badly needed if some control was to be exerted over the release of information from military and other official sources. There is no evidence available to suggest the Liddel saucer debunking was a Watson scheme, although Watson had done as much with the Considine briefing. Things would soon get worst.

24 February. Dr. Anthony O. Mirarchi.

"Suicide by secrecy."

It was bad enough when officers at Wright Field went public with "pro-UFO remarks," but it was another thing when a man you could classify as a "Air Force scientist" actually "rebelled." Col. Watson's loose control over things invited this public relations disaster. Dr. Mirarchi not only countered Liddel's arguments (The press called him the man that "brought back the flying saucers), he hit the Air Force's position where it was most vulnerable, which was concern about possible Russian activity. An article in the Quincy, Maine, *Patriot Ledger* is better than the news service accounts because it had more interesting detail:

"...he [Mirarchi] believes the saucers may be missiles launched by Russia to carry out photographic or experimental missions over the nation's atom testing grounds.

"The 40-year-old former chief of the Air Force's Atmospheric Composition branch of the Geophysical division, said that he cannot reconcile a Navy scientist's statement that the missiles were nothing more than giant research balloons with the fact that they have been seen at night.

"Dr. Mirarchi, who for more than a year conducted a top secret investigation into the weird phenomena [Project TWINKLE], said that he had worked with balloons and balloons did not leave an exhaust trail.

" 'We are dealing with a disc which uses exhaustible fuel,' he said.

"He said that scientists in New Mexico had picked up dust particles containing copper which could have come from no other source than motive plants.

"According to Dr. Mirarchi, the flying saucers, or 'fireballs' as he terms them, were regularly observed near Los Alamos until he set up a system of photo-theodolites to measure their speed, size and distance away.

"The phototheodolites, he explained, consisted of a series of three cameras

set in a triangle several miles apart. As soon as the missile was sighted, all three cameras were to focus on it and take pictures simultaneously, thus providing accurate bearings." (xx.)

(xx.) Quincy, Maine. *Patriot Ledger*. 27 February 51.

Russian spies?

Over years there have been strange stories about cameras inexplicably malfunctioning when a UFO appears. For Dr. Mirarchi, the trouble he encountered had a mundane explanation. The article continues: "But the fireballs mysteriously ceased appearing before the theodolites could go to work. Dr. Mirarchi concludes that spies must have tipped off the saucer's base." (xx.)

(xx.) Ibid.

Some evidence was collected:

"Without the evidence of theodolite photographs, Dr. Mirarchi said it was impossible to say too much about the missile's properties. However, he said that he had taken one picture in which a disc showed up as half an inch in diameter on a four by five camera plate. A motion picture showed one streaking across the sky for one and a half minutes." (xx.)

(xx.) Ibid.

Mirarchi mentions visual observations. One man went nuts!

Furthermore: "An Army major observed one hovering in the air for more than an hour, which a balloon could not have done, and another man went crazy when he could not convince authorities that he had seen one 'as big as a water tank.'" (xx.)

(xx.) Ibid.

"Suicide?"

Finally, Dr. Mirarchi said:

"Dr. Mirarchi said that he agreed that some of the saucers observed were actually balloons, but that there was too much evidence in favor of the saucers to say they could have all been balloons.

"He stated that he did not see how the Navy could say that there had been no concrete evidence on the existence of the phenomena, 'I was conducting the main investigation,' he said. 'The government had to depend on me or my branch for information. My files are not in Washington.'

"Dr. Mirarchi condemned the government for 'suicide by secrecy' and for the interference of politics with research." (xx.)



(xx.) Ibid.

In a letter to UFO investigator Merlyn Sheehan written in 1976, Dr. Mirarchi echoed his 1951 claims and added this line: "...one man had lost his mind [He repeats this without qualification, so evidently it was not just a figure of speech], another had fired his gun, and another had seen these saucers hovering, etc.(of which I had received many reports) [More than one landing?]." (xx.)

(xx.) *Just Cause*. Number 34. December 1992. p.6.

17 March. Proposed Rand Satellite Reconnaissance Vehicle.

Col. Watson's superior in the Pentagon, Major General C.P. Cabell, had to be aware of the possibility Dr. Mirarchi might be right. Consider the following letter from General Cabell to his Assistant for Evaluations:

"1. Reference is made to:

a. Directorate of Intelligence Routing and Record Sheet, Comment No. 1, dated 8 February 1951, subject: Rand Proposal for Research and Development on a Satellite Reconnaissance Vehicle, in which the Intelligence Directorate recommended that the determination of the desirability of proceeding with the necessary research and development on this project be expedited.

b. Conference called by Colonel B.A. Schriever, Directorate of Research and Development, 16 February 1951, during which it was requested that additional specific requirements be submitted as to the intelligence information which would be required from such a satellite vehicle.

"2. Specific requirements as to the type of intelligence information desired are as follows:

a. Photography of sufficient quality to enable trained interpreters to identify objects such as harbors, airfields, oil storage areas, large residential areas and industrial areas.

b. Have a capability to take and record search reconnaissance on large areas, i.e.:

- (1) To be able to cover the entire USSR in a period of several weeks.
- (2) To furnish continuous daytime observation of the USSR.
- (3) To record the information gained by satellite in a permanent manner.

c. Have a capability to gather and record photography as an aide to radar scope navigation and bombing. This photography to be used as comparative photography and to fill in gaps where sufficient information is not now available to accurately plot radar scope returns.

d. Produce a photographic quality suitable for the revision of aeronautical charts and maps.

e. Gather and record photographically general weather information over the world. Cloud photography of 300 or 400 foot resolution would be invaluable for meteorological study.

"3. Representatives from this Directorate visited the Rand Corporation on 2 March 1951, and discussed the proposed satellite with representatives of the Rand Corporation. Attached as Inclosure No.1 is a photograph resulting from an experiment carried on by Rand. A city mosaic of Los Angeles, Inclosure No. 2, was photographed with a standard television camera. The resulting picture was relayed to Mt. Wilson and back to the studio where the image appearing on the monitoring screen was photographed. The attached photograph is considered by Rand to have a resolution of about 300 feet. This photograph has been examined by the photo interpreters of this Directorate and if similar quality is obtained by the proposed satellite, the minimum requirement for information referred to in paragraph 2 above will have been met.

"4. It is noted that AFDRD, Item No.2, of the Daily Staff Digest, dated 12 March 1951, mentions that Rand is starting development on three components of a satellite guided missile. Further, that completion of the development will require very little money but a lengthy period of time and that the project is being undertaken with a view toward the future when urgent need for superior reconnaissance will justify a satellite reconnaissance system. In view of the quality of the photograph referred to paragraph 3 above, of the seriousness of the world situation today, and of the scarcity of photographic coverage available of the USSR, it is urgently requested that the project be undertaken with a view toward the present urgent need for such a reconnaissance system, rather than a future need." (xx.)

(xx.) Routing and Record Sheet. Headquarters United States Air Force. Subject: (SECRET) Research and Development on Proposed Rand Satellite Reconnaissance Vehicle. To: Assistant for Evaluations, DCS/D. ATTN: Colonel B.A. Schriever. From: Major General C.P. Cabell, USAF, Director of Intelligence, Directorate of Intelligence, DCS/O. 17 March 51.

Early 1951. Georgia. (no time)

The film *U.F.O.* mentions that in early 1951, a Lt. Goddard, flying a B-29 over Georgia, observed a UFO "make a pass" at a large balloon, ripping a six-foot rent in it. No other detail is available.

1951. (no exact date) Nouasseur AFB, French Morocco. (early evening)

Something visits unfinished SAC runway:

"Early evening, dusk, bright object, reddish orange, hovering approximately 500 feet over unfinished SAC runway, six persons including self witnessed for approximately 2 minutes. The emergency tower was contacted by phone with a reply the tower people had been watching it for several minutes. The tower was approximately ¼ mile from us. They observed it hovering and noted no noise whatsoever. Seconds after the phone query the object rose straight up extremely fast changing color to a bluish-white and suddenly executed a very sharp 45 degree angle sped out of sight trailing bright white 'sparks.' The early evening was

extremely clear, with stars visible quite profusely. Needless to say our group was dumbfounded as the strip was non-operational and no conventional aircraft were known to be in the area. The landscape being quite barren an attempt to estimate size varied. The tower estimated 150-200 feet in diameter. Our position  $\frac{3}{4}$  mile away differed greatly in the excitement." (xx.)

(xx.) Letter: To: NICAP, Maj. D.L. Keyhoe, ret. From S/Sgt. "J.C.G." (name and unit on file) 17 March 65. NICAP records. CUFOS archives.

#### The 1951 Watson/Cabell-AMC/ADC disagreement.

There was plenty to do at Wright Field because the fighting in Korea made big demands on Air Force Intelligence. In a war situation, one had to know the weaknesses and strength of any device deployed by an adversary in order to gain an advantage. It was a matter of life and death.

Greatly outnumbered on the ground, hard pressed United Nations forces in Korea relied on the Air Force to keep from being pushed into the sea. Control of the air was vital. The war could be won or lost by high performance jet fighters engaging in combat far above the battlefield. With no top cover, the bombers, transports, and slow prop-driven ground support aircraft would be swept from the sky.

The struggle for supremacy involved the Russian Mig-15 vs. the American F-86, and the two planes were evenly matched. With great difficulty a damaged Mig-15 was recovered and rushed to Wright Field, Ohio, where it was put in hanger 89. Col. Watson's Air Intelligence experts, along with selected civilian contractors, studied the Mig-15's design and workmanship.

The Mig-15 project was one of many of the immediate tangible needs that had to be addressed by Col. Watson. The U.S. military was undergoing an expansion. Personnel had to be enlisted, trained, and organized into units. Air Force Intelligence, just a department in the Air Material Command (AMC), was now enlarged and given more independence. Instead of "T-2," it was designated the Air Technical Intelligence Center (ATIC) and it would report directly to Hq USAF. The change would become official in June 1951.

Apparently Col. Watson saw his chance. Frustrated by the UFO riddle, he wrote the Chief of Air Force Intelligence at Hq USAF, General Cabell, and suggested a change in assignment responsibilities. Watson wanted to focus on real objects like the Mig-15, not phantoms. In Col. Watson's eyes, after years of study nothing concrete had emerged from UFO investigations. It seemed to him various prosaic phenomena were responsible for the unknown cases on file and the Air Defense Command could deal with those. The new ATIC organization could always provide advice if it were required.

General Cabell, as we shall see, had a different view, perhaps because he had wider responsibilities or knew more about the UFO problem than Col. Watson. With myriad duties to perform, General Cabell had been out of touch with the progress of project GRUDGE and assumed a decent job was being done at Wright Field. The Air Intelligence Chief probably overlooked Watson's PR blunders since it seems he shared a belief with others that public interest in the UFO mystery distracted from the all too real threat of Sino-Soviet aggression.

On April 23<sup>rd</sup> Col. Watson wrote General Cabell:

"This Command [AMC] has investigated thousands of reports on unidentified flying objects over the past several years. The project was originally initiated at Air Material Command several years ago as a result of numerous incidents occurring



throughout the country where people indicated that they had seen unidentified flying objects, or so-called flying saucers. Extensive investigations of many incidents were made and conclusions were drawn on each incident and insofar as the facts available would permit, it was concluded that the objects did not represent a development of any foreign power.

"Many of the incidents cannot be fully explained because of the lack of facts upon which to base a technical investigation. However, a great number of the incidents were found to be the result of unusual cloud formations, balloons, meteors, sunlight reflecting from aircraft, etc.' In August 1949 a report was prepared entitled 'Unidentified Flying Objects Project Grudge,' and the project was cancelled.

"In October 1950 the project was reinitiated at the request of your headquarters. Since that time hundreds of reports have been received and investigated. The conclusions which have been drawn since the re-initiation of the project are for all practical purposes identical to those drawn in the earlier investigations.

"In view of the above, it appears that the project as it exists has been carried on to such an extent that it has been established that there are little if any results being obtained which are significant from the standpoint of technical intelligence, other than to conclude that so-called unidentified aircraft are not considered to be air weapons of a foreign power. Notwithstanding this conclusion, it is considered that it would be impracticable in connection with Air Force responsibilities to say that we are no longer interested in any incidents of the aforementioned nature.

"Accordingly, it is felt that the project requirements should be revised to assure that all unidentified aircraft are reported without delay and by expeditious means to the Air Defense Command. In the event that any of these incidents require technical interpretation or analysis, AMC could be called on to carry out this work as required by ADC provided that sufficient significant technical details are supplied to furnish a basis for such a study.

"Further, since a large number of official reports on unidentified aircraft are routed directly through AMC apparently with no contacts being made with the Air Defense Command, it is obvious that if an unidentified flying object turned out to be an enemy aircraft, current procedures would be entirely inadequate. While it is assumed that the Air Defense Command is concerned with unidentified aircraft incidents in connection with established air defense responsibilities, it is significant to note that no Air Defense Command reports on such incidents as concerned with AMC projects have been received by this command [!].

"Due to the above, it is recommended that the directives governing responsibilities related to investigation of unidentified flying objects be reviewed and consideration be given to shifting the emphasis to Air Defense Command responsibilities, using the AMC as a technical intelligence service organization as required." (xx.)

(xx.) Letter: To: Director of Intelligence, Headquarters, USAF. Washington D.C.  
From: Harold E. Watson, Colonel, USAF, Chief, Intelligence Department,  
Headquarters, Air Material Command, Wright-Patterson Air Force Base,  
Dayton, Ohio. 23 April 1951. (SECRET)

Third week in May.

Navy Intelligence visits pilot Graham Bethune (according to Bethune).

It had been three months since Lt. Bethune's encounter with a UFO while piloting a Navy transport on a North Atlantic air route. The third week in May a young man dressed in a suit and tie knocked on Bethune's door (Since Bethune was married, he lived off base). The individual in civilian cloths flashed some credentials and announced he was from U.S. Navy Intelligence. The Navy agent wanted to discuss Bethune's UFO experience. Bethune agreed to be interviewed

As Bethune related the UFO incident, the Navy agent took many notes and checked through a binder containing UFO photos. The pages also had some text and listed the dimensions of the UFOs pictured.

Curious, Bethune inquired about the fate of the information he was supplying. The Navy agent reportedly said the case would be reviewed by a committee which would determine its "national security impact." If no "impact" was determined, the data would be filed with "normal" UFO reports. Nothing was mentioned about what happened to the "impact" cases. (xx.)

(xx.) "Bethune Report." By Bob Durant. 22 October 98. p.21. Copy in author's files.

One should recall that airline pilot Robert Manning, who had a UFO encounter on April 27, 1950, was also visited three months after his experience. A man "representing himself as an Air Force General" (Manning's words) approached Capt. Manning. It is assumed the words "representing himself" implied the man was in civilian dress. The man discussed the UFO case and also showed Manning some UFO file photos. (xx.)

(xx.) Letter: To: Robert F. Manning, 3230 Merrill Drive, Torrance, California. From: Dr. James McDonald. 11 January 68. University of Arizona at Tucson, Tucson, Arizona. Dr. James McDonald papers. Special Collections Department.

Oddest part of the Navy agent's visit to Bethune.

Just before leaving, the Navy agent gave Bethune a copy of the October 1950 issue of *Pageant* magazine which contained the Frank Scully crashed saucer story. The agent was supposed to have said: "I think you will find this interesting." (xx.)

(xx.) "Bethune Report." By Bob Durant. 22 October 98. p.21.

June. The mission of the Air Technical Intelligence Center.

When ATIC was established in June 1951, one specific assigned function was UFO evaluations. This was the function Col. Watson wanted shifted to the ADC. Here is how the function was defined in official documents:

"Evaluation of Reports on Unidentified Aerial Objects (Project No.10073)

"This project involves the collection of reports of unidentified aerial objects; the evaluation, as to source and content, of reports of visual or electronic sightings of unidentified aerial objects submitted by military or civilian sources; the investigation of reports of such sightings through field work when deemed necessary; and the preparation of periodic status report for the information of the D/I, Hq USAF. This investigation has been in progress for approximately four years and a new increase in activity has been initiated in studying and indexing project records to enable a statistical survey of incidents to be accomplished.

"It is contemplated that all of the sightings of unconventional flying objects will be cross-indexed according to size, color, location, etc., so that as much statistical data as possible will be available. It is believed that possibly several general characteristics of the sightings will be determined from the mass of data on file in ATIC.

"This project concentrated on those incidents that appear to have originated from high grade sources, such as pilots, technically trained people, etc. The exception to this where a number of sightings occur in a certain area at about the same time." (xx.)

(xx.) *History: Air Technical Intelligence Center, 1 June 1951 - 31 December 1951.*  
Air Technical Intelligence Center, Wright-Patterson Air Force Base, Dayton, Ohio.  
(SECRET) pp.49-50.

Not everyone was like Col. Watson. There were some people who felt something could be learned from UFO reports, as stated in the third section of the assigned functions quoted above. To learn something from general characteristics required the use of an outside contractor.

#### Project STORK.

STORK did more than its well-known work on UFOs. For the record, here is its job description in regards to its relationship with ATIC, beginning in June through December, 1951:

"Project Stork (Project No. 9974)

"This project is operated under Air Force Contract No. AF-33 (038)-4044 and has progressed satisfactorily since the publication of the semi-annual history of Technical Analysis Division in June 1951. During the period covered by this report, 83 separate projects had been initiated under the provisions of the contract. Of these projects, 200 have been completed. Sixteen technical and three special reports have been published in final form and distributed.

"Seven technical reports are being printed, at present, and four studies have been submitted to ATIC for coordination prior to publication. Seven of the initial 83 projects have been cancelled or have been integrated with other projects. All of the others are progressing to the satisfaction of the Project Monitor.

"The contractor [The contractor is not named. We have no assurances it was Battelle Institute of Columbus, Ohio] has expended considerable time and effort in training qualified personnel to be utilized on the project. Currently, 104 of the contractor's employees are working full or part-time on the project.

"Close coordination between the contractor's engineers and ATIC engineers has been established. Now that the initial ground work has been laid, and the necessary training of the outside personnel accomplished, a firmer system of control is being set up and implemented by the Project Monitor.

"By 31 December 1951, the request for further extension of the basic contract had been submitted, through channels, to the Procurement Officer responsible for the contract. It is felt that this contractor is doing much to aid the ATIC mission, and that the relationship will grow to the greater benefit of both organizations." (xx.)

(xx.) Ibid. pp.56-57.

June 1951. "Where are the flying saucers?"

In June 1951 *Aviation Week* asked: "Where are the flying saucers?" The magazine noted that it was still getting a dribble of mail on the UFO subject, mostly comments on the inadequacy of Dr. Liddle's February Skyhook flying saucer explanation that was the result of a ten-page report issued by the nuclear physics branch of the Office of Naval Research, but at mid-year there seemed to be a puzzling lack of sightings that could be blamed on Skyhooks. The magazine confessed that although a sizable number of UFO reports were no doubt due to mundane causes, there: "...still remain some reports from apparently trained or competent observers that cannot be explained or discredited easily." (xx.) Robert Wood, who wrote

(xx.) Wood, Robert H. "Where Are the Flying Saucers?" *Aviation Week*. 25 June 51.

this essay for *Aviation Week*, insisted that the publication's policy would be to: "...maintain an attitude of interest, though strictly neutral and impartial." (xx.)

(xx.) Ibid. Phil Klass' had a long association with this publication!

Summer 1951 Quonset Point, Rhode Island. (about 2:00 a.m.)

UFO visits Naval Air Station.

Petty Officer Wesley Hardin remembers:

"The incident that was definitely U.F.O. occurred at the Naval Air Station, Quonset Pt., Rhode Island. I was Petty Officer of the Watch as Section Leader—First Section Overhaul, Repair Dept. Usually the Section Leader 'sleeps in,' but on this night, I had occasion to be at the Duty Desk when the Mid Watch was relieved. The airman posted on Jet Runway Post 10 reported this occurrence.

"At about two o'clock a bright object, seeming coming from the sea, from the direction of Newport approached is post dropping to a few hundred feet, and then hovering directly above him and the jets. He does not know what it was. He became extremely nervous and 'charged' his carbine, and the moment he pulled the slide to load it, the object disappeared.

"The first emotion I had was he was 'pulling my leg.' He did seem sincere, and he would have no reason to play this joke. About then, the Watch at



Sea Plane Hanger #2, Watch 4 reported in he too reported a strange sighting. He reported a light coming out of the sea (from Newport) going over the airfield and being obscured from vision by going behind the overhaul and repair building. Now I had two sightings and although about two hours had elapsed, I awoke the Chief on duty and reported the U.F.O. sightings. The Chief was incredulous and wouldn't be a party to such a report. I insisted that I enter it in the log for that watch, but the Chief and by now the duty officer, were adamant that they weren't going to be laughed out of the Navy, so no mention was made of it. I believe these sailors saw something --what I don't know." (xx.)

(xx.) Letter: To: NICAP, 1536 Connecticut Ave., Washington, D.C. From: Wesley Hardin, 729-23<sup>rd</sup> Street, East Moline, Ill. 16 May 60. NICAP files. CUFOS Archives.

#### Airfield visits.

The Quonset Point NAS visitation was just one of a number of such incidents that took place during the first half of 1951. There were similar "UFO visits" to Banqui AFB, French Equatorial Africa; Sadarjang Airdome, New Delhi, India; Goose Bay field, Laborador, Canada; Nellis AFB, Nevada; the unfinished SAC base at Nouasseur in French Morocco; Ladd AFB, Alaska; Sioux City, Iowa; and Geiger Field, Spokane, Washington. In general, the UFOs made a slow approach, hovered for a time, and then made a fast departure. We note this because the next case is the most extraordinary airfield visit of all in 1951. The fact that similar incidents were reported gives the Boise case some creditability.

Summer 1951. Mountain Home AFB, Boise, Idaho. (night)

"You have got to see it to believe it." (See newspaper story on pp.26-27)

Summer 1951. Virginia and Eueleth, Minnesota. (daytime?)

When the aircraft got close, the UFO vanished.

A letter to NICAP states:

"My brother and I were driving down the main street of Eueleth, heading toward Virginia 5 miles to the north on that particular day. The fact that a large number of people along the main street were looking up into the air in a north and slightly east direction attracted our attention.

"We were tempted to stop and look but didn't notice any parking places so continued on our way to Virginia. We talked about the possibility of a flying saucer and kept trying to scan the sky through the windshield to see what it was that could have caused so many people in Eueleth to turn to sky gazing. By the time we got to the Bill Dodge Garage in Virginia we had forgotten about the events in Eueleth. I got out of the car, told one of the boys to fill the car with gasoline and headed for the coke machine. Before I got there a fellow rushed up to me, grabbed me by the arm and pointed up in the sky. The object

DISPATCH-EAST, St. Paul, MN - Jan. 11, 1979

# Citizen recalls UFO

By JIM BROEDE  
Staff Writer

"I'm coming out of the closet," said Waller DeYoung.

"So are many others," he added. "Before, we didn't want to talk about it. People seldom took us seriously. They giggled. But I don't care any more. I'm talking."



DeYoung, of North St. Paul, claims to have had a "close encounter" with an unidentified flying object (UFO).

"AT THE TIME, so did about 60 others," he recalled. "But we didn't say much then. It was 1951, an uplight period, what with the Korean War, McCarthyism and everything."

The setting was Mountain Home Air Force Base near Boise, Idaho, on a quiet, crystal clear summer night, shortly after sunset.

"I was part of a contingent of about 120 persons, mostly department heads in the Air Force, assigned to reactivate Mountain Home. It was to become a departure base for Armed Forces personnel going to Korea.

"That night, about half of our group was away. But that left 60."

DeYoung was in the barracks, resting on a bunk bed and reading a book.

"That's funny. I remember that. But usually I can't even remember the name of the book I read last week. I remember a lot of things about that night. But I forgot a lot, too. Like the names of the rest of the guys. Not even the guy who came running into the barracks. He was a Mormon, I know. But his name. It just doesn't come to mind. He was yelling something about a 'UFO above the runway'.

"I told him, 'That's just great. Go have a ball'. Of course, I thought it was a joke. In those days, I was a 100 percent non-believer when it came to UFOs. So I stayed in bed with my book.

"But it must have been 10 minutes later when he came running in again. 'Come on out', he said. 'You have got to see it to believe it'. Well, I still thought somebody was pulling my leg.

"But then I heard them cranking up an old C-45 (an 8-passenger aircraft). Most of us thought it was unsafe to fly. But it was the only plane on the base. So I figured something must be up. That got me outside.

"Apparently I was the last guy to arrive on the scene. Everybody was there, gawking at a saucer-like object hovering 400 to 500 feet above the runway. It must have been 20 or 25 feet in diameter. We had never seen anything like it before. We didn't know what to make of it.

"LATER, I learned that our radio operator tried to make contact with it. We also learned that there wasn't supposed to be any aircraft in the area."

Meanwhile, the object remained stationary and continually changed colors.

"I can't remember the exact sequence of colors," DeYoung said. "But I think it was a combination of red, blue, purple and white. It also was close enough for us to see that it wasn't spinning.

"I tell you, it was mind-boggling. I've never been the same guy since then. We just waited

there, expecting that it would land. We were mesmerized. Eventually, it got close enough for us to see portholes. Something was inside. But just what, I can't say. Maybe it was creatures. Maybe it was the backs of chairs."

DeYoung said enough of the men had the presence of mind to get the C-45 aloft — so they could get a closer look.

"IT MUST HAVE taken a half-hour to get that crate airborne," he continued. "For awhile, we didn't think it would make it. It stalled near the end of the runway and had to start all over again. But finally, up it went. It circled around and moved in on the object from above.

"But then the object took off. It shot straight up, silently, into the atmosphere at a fantastic rate of speed. We looked at it in awe, until it was just the size of a pinhead."

Initially, speculation at Mountain Home was that the UFO was really "a new secret weapon," DeYoung said.

"We just hoped that it had been developed by the United States, not by Russia," he stated. "Certainly, I wasn't thinking of it in terms of a UFO. Not then. But I started listening to people who had seen UFOs. Soon, I became a believer.

"Certainly, if someone on earth had concocted something that moved around the sky like this, we'd know about it by now."

DEYOUNG ALSO told of being puzzled by what happened at Mountain Home Air Base in the two to three weeks after the sighting.

"Those of us there that night were quickly reassigned, all over creation," he explained. "We had been living together in the same one or two barracks. But we got assigned to many different barracks then to other bases. I ended up in New Mexico. It was as if some higher-ups didn't want us talking to each other about what

happened. It seemed strange that some investigators didn't come in to question us.

"But we never did much talking amongst ourselves. Maybe it was because of the odd political climate. McCarthy was riding high. If you saw anything strange or odd, especially in the military service, you kept your mouth shut.

"After all, maybe it was a secret weapon. And the less said about it, the better. That was the patriotic thing to do.

"BUT MAYBE subconsciously we had been conditioned not to talk by some power or force that we can't even begin to understand. I have read book upon book about UFOs, partly to see if there's an account of what happened at Mountain Home. But I always draw a blank. There's nothing. It's as if nothing ever happened."

DeYoung said he knows better.

"In recent years," he reported, "I have been trying to obtain the names of personnel assigned to Mountain Home on that summer night. I'd like to have a reunion. Then we can talk about it. We can compare notes.

"But the Air Force isn't cooperating. The bureaucrats I talk to say it's too difficult to retrieve the names. Besides, they say that information isn't supposed to be given out.

"I wish I could remember even one name. That's what seems so strange. I can't even think of the name of the Mormon who came running into the barracks.

"I know a colonel was in charge of the base. He almost had a nervous breakdown that night. But his name, I can't remember it. I thought I had it written down once. I'm looking for it.

"The colonel was an older man then, with grey hair. But maybe he's still alive. I'd like to talk to him."

was to the west and slightly north of where were standing. The fellow was excited but I remember well that I was impressed by the orderly and sensible way in which he described to me what he had seen.

"He said that he had just got done making a phone call to the air base near Duluth, telling them what he had seen. They told him they would immediately send some planes to investigate the object.

"He had first seen the object over the radio station about midway between Eueleth and Virginia. It was at a low altitude and he could see it quite well. I have the impression that he was almost directly underneath it at this time. It was hovering in one spot and almost motionless except for a slight wobbling motion. Occasionally it would emit a puff of purplish-colored smoke. He said he watched it for a short period of time when all of a sudden it ascended to its new position on the other side of town at a very high rate of speed. We watched the object for about 15 minutes expecting to see the Air Force planes arrive. They didn't show up so I drove to my room about 8 or 9 blocks away where I watched the object for another half an hour. I saw no planes arrive and during this time the object had not detectably [sic] changed its position although I could see the clouds passing underneath it.

"I then went into my room to change clothes and when I came out the object was gone....I also heard what may have been rumors ---that one of the Glumack boys went up in a light plane to investigate---the story goes that whenever he got close enough to be able to see anything the object would suddenly vanish ---only to reappear in a new position. Glumack supposedly continued his efforts for sometime before finally giving up. The Glumack involved here was the one that was a former Navy pilot. I believe he had a Captain rating in the Navy." (xx.)

(xx.) Letter: To: NICAP 1536 Connecticut Ave. N.W., Washington D.C. From: Millaid (?) J. Jensen (? --not clear), 2715 Michigan (Street?), Dallas, Texas. No date on letter except for a NICAP "received stamp" which is unclear except for the year "1964." This sighting may have been connected to the May 22, 1951, UFO reports from the Rainy Lake area about 100 miles north.

July 1951. Maura Lake, Hastings County, Ontario, Canada. (about 6:00 a.m.)

"Immense UFO over lake."

This is a report obtained by the Canadian Aerial Phenomena Research Organization. One of the witnesses to testify was Mr. J. Allan Smith, Commanding Officer of the Canadian Air Cadets, Trenton (Ontario?) Squadron (Ret.), and the other was Mr. G. Leighton Thompson. Here is their story:

"Mr. Smith and his wife went to Maura Lake to spend a fishing holiday weekend with their friends, Mr. and Mrs. G. Leighton Thompson and another couple.

"According to Mr. Smith's account, early in the morning, at about 6:00 a.m., he and Mr. Thompson had gone to get the boat ready to go fishing. There

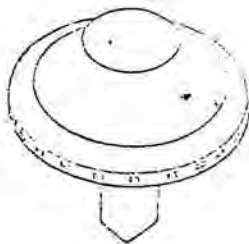
was just a slight mist on the lake at that time. Suddenly, they noticed an immense objects, shaped like a flattened top, hovering over an island on the lake at a maximum distance of 7/11 miles away from their camp. It was so huge that from the observation point it seemed to cover the whole end of the lake. It appeared to be solid, with a well-defined shaped, and had a dull lead-like finish. The apparent size of the object at arm's length was estimated as that of a half-dollar; the angle of elevation from the horizon was stated to be five degrees.

"The object did not suddenly appear, and apparently it had already been hovering over the island before it was seen. During the sighting, which lasted some two minutes, the object made no movement from its position, nor did it revolve. After the initial shock of sighting the object, Mr. Smith ran back to the cottage to waken the other male member of the party, but by the time the other man had thrown on some outer clothing it had disappeared.

"Mr. Smith stated that he could not remember seeing the object rise and speed away --it seemed to him it just disappeared --but he admitted his back could have been turned at the moment of departure.

"Mr. G.L. Thompson's report was made out separately, without any consultation with Mr. Smith, so that we should have an exact version of what each man saw. His report was consistent with Mr. Smith's in most details. As he remembers it, the object appeared to be bright, like silver, flat to disc-shaped and making no movement except upon take-off, when it traveled faster than a jet plane. He estimated the apparent size as that of a silver dollar held at arm's length: the distance was thought to be  $\frac{1}{4}$  to 1 mile away, over the water." (xx.) (See drawing based on a rough sketch by one of the witnesses. The "windows" were actually "dark markings" of undetermined identity. The lower part with "spike" is an uncertain feature because it merged with the skyline of the island. The map is taken from an old book and shows the earlier spelling of Maura Lake as "Moira.")

(xx.) Graystone, Regina. "Immense UFO Over Maura Lake." *Flying Saucer Review Case Histories*. No.3. pp.14-15.





Summer 1951. Near Ballintuim Village, Perthshire, Scotland. (morning)

Golden-orange object follows tractor.

A Mrs. A.Y. Lee told some English investigators:

"On a bright morning in the early part of summer 1951, I was traveling at the rear of a trailer being drawn by a tractor (and driven by my father). We were climbing a fairly steep hill rather slowly when this very bright golden-orange object suddenly appeared, extremely close and directly behind us.

"It followed us for just over a minute and when I imagine it had carried out all necessary observations it moved very quickly overhead. I then turned in the direction in which the object traveled and it quickly disappeared behind the hill.

"My sister was seated behind me—we managed to draw our father's attention to the object.

"On collecting my thoughts and bearing in mind the antiquated machinery on the farm, I felt that if there were beings in the object they must have believed us to be extremely backward." (xx.)

(xx.) *Gemini, The Twin UFO Journal*. Vol. I, No. 2. pp.33-34. An English publication. City of origin not recorded in author's notes.

The two English investigators of the Ballintuim case, Mark Stenhoff and C. David Oakley-hill, commented:

"Although Mrs. Lee states that the object was 'very bright golden-orange,' she later explained to us that she did not mean that the object was emitting light, but rather that its color was bright.

"The witness said in her verbal account, tape-recorded when we interviewed her, that the object hovered momentarily when it first came over to the fenced track along which the tractor was driving, and then started to follow them. She cannot remember the object making any sound. In all it was visible for about 1 ½ minutes.

"Mrs. Lee said that the object was apparently solid with sharp outline, and shaped like two bowls joined together. There was a rim running round it.

"The tractor (and hence also the object for a time) was moving NE at an estimated 5 mph. When Mrs. Lee first saw the object she was looking south-west and when the object disappeared it was to the east-northeast.

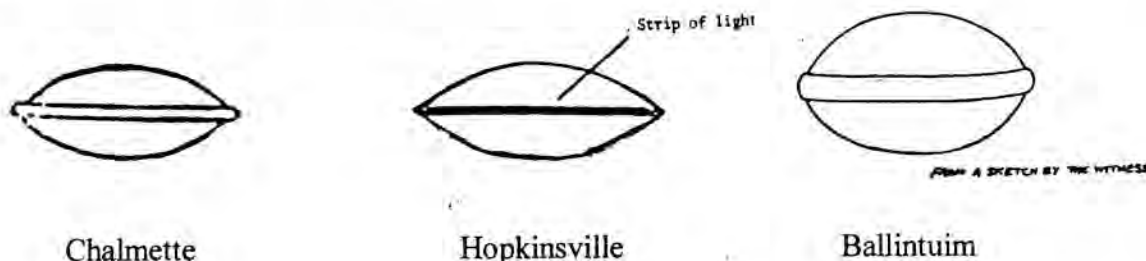
"The weather was described as clear, dry and warm, with a light breeze.

"At its largest diameter, the object was 14 feet, and its thickness was 10 feet. It was between 20-40 yards away, at an altitude of about 60 feet." (xx.)  
(See drawing on page 31)

(xx.) Ibid. p.34.

Note: This object is similar to a couple of sightings on August 21, 1955, at Hopkinsville, Kentucky, and at Chalmette, Louisiana. For more detail on the two cases the reader is re-

ferred to my UFO history monograph covering the period of 1955, July-September 15<sup>th</sup>, on page 60.



3 July. Letter from the Air Defense Command to DI/ USAF.

“What’s new?”

The actual letter is not available, but we do have some indication of its contents from a reply on file. Perhaps the Air Defense Command at Ent AFB, Colorado Springs, Colorado, wanted an update on the situation with the establishment of the ATIC at Wright Field, or perhaps it learned of Col. Watson’s suggestion to shift the main burden of the UFO problem. The impression received from the letter is that the ADC was more in the dark on the UFO issue than one might suppose. It is also interesting to note that the ADC did not contact Wright Field directly, but then that might violate the chain of Command.

In any case, the ADC sent a letter to HQ USAF with the subject: “Analysis of Unusual Aircraft Reports,” which evidently was primarily concerned with any Russian developments.

Capt. L.L. Black, Chief, Evaluation Division, Directorate of Intelligence, at HQ USAF, wrote back on July 26<sup>th</sup> to say:

“With reference to basic letter, requesting a copy of any recent analysis of reports on sightings of unusual aircraft, it is desired to point out that no aircraft identified as unusual have been sighted recently [!]. Unidentified objects have been reported but analyses have indicated weather phenomena or misidentification of unknown objects. In certain cases, sufficient information was not available for evaluation.

“In the recent Soviet Air Show on 8 July 1951, a four-engine aircraft about one third larger than TU-4 was observed, as well as several new types of smaller aircraft. A complete evaluation of these types is underway.” (xx.)

(xx.) Letter: To: Commanding General, Air Defense Command, Ent Air Force Base, Colorado Springs, Colorado. From: L. L. Black, Capt. USN, Chief, Evaluation Division, Directorate of Intelligence, Dept. of the Air Force, Hq USAF, Washington 25, D.C. 30 July 51. (SECRET) Copy in author’s files.

There you have it. Unless more was said at a Top Secret need-to-know level, the above information is all the ADC had to work with when strange high performance unknowns showed up in the air defense system!



6 July. Lynchburg, Virginia. (8:25 – 8:29 a.m.)

The George Fawcett sighting.

Additional detail is now available. The observer was George Fawcett, active for many years in the study of UFOs and whose UFO collection now has made the UFO museum in Roswell, New Mexico, a major research center. Here is his account:

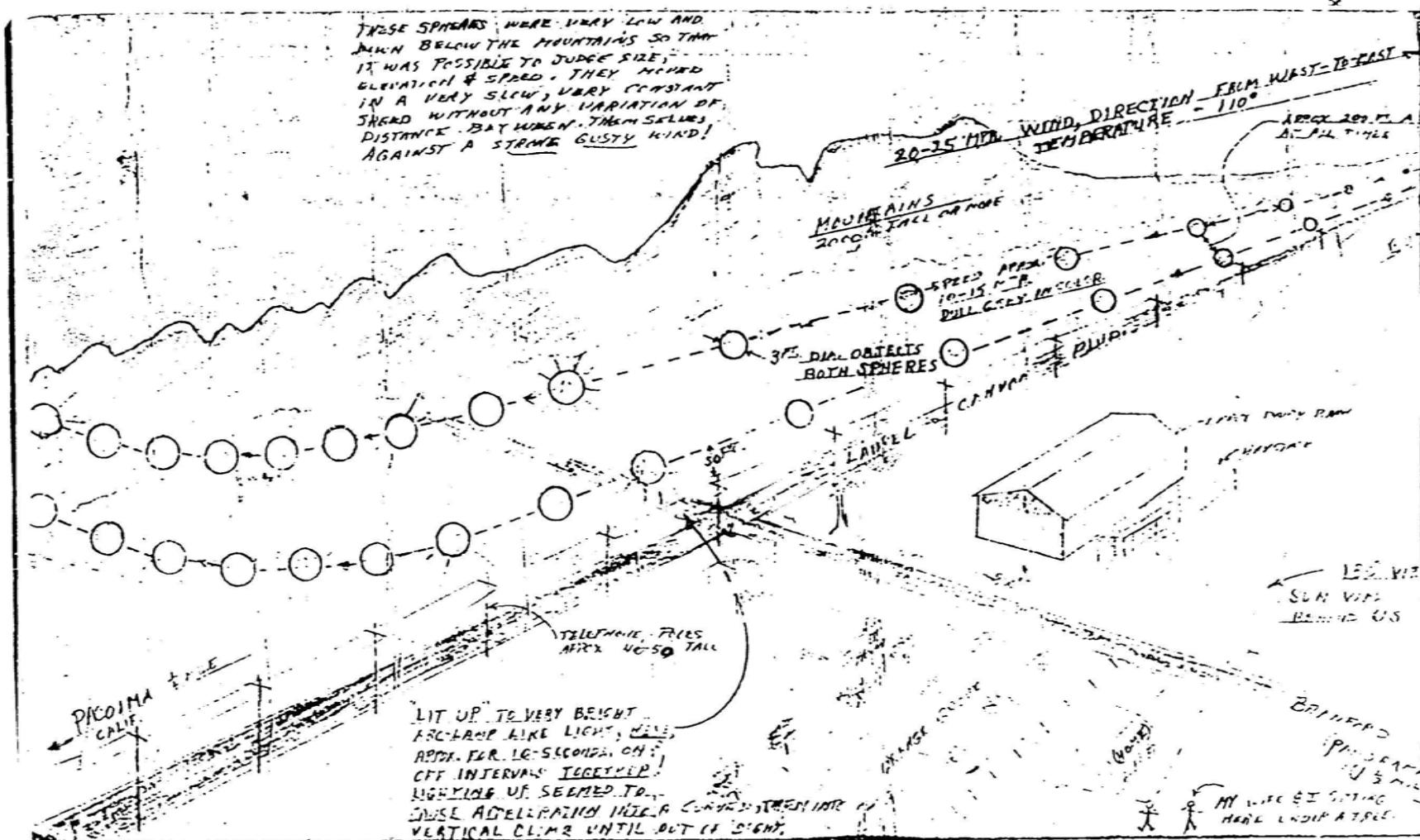
"In the summer of 1951, I sighted an object unlike anything I've ever seen before, flying over the Lynchburg College campus. I will now to the best of my ability tell of my sighting. As I was walking across the Westover campus on Friday morning July 6 I became startled when I noticed a bright orange disk, round in shape and about the size of an automobile tire hovering over the administration building, seemingly suspended in the air. I could hear no sound of a motor and could see no exhaust or vapor streams coming from the object. I started to yell to get someone else to watch the object with me, but as classes were in progress and no one was in sight, I decided against shouting. Then I thought of going to my dormitory room to get my camera, but before I could move the disk zigzagged suddenly, rolled on its edge, moved on a steady course while gaining speed and disappeared on the Western horizon. I couldn't judge the exact size, height or speed of the object, as I'm not a judge of things like that, so that's understandable. I did however check my watch, I had watched the object from 8:25 till 8:29 –four minutes before I lost sight of it, at the time wondering how long the object had been there before I sighted it. Later I checked the direction with a compass and discovered it had traveled almost on a direct East to West course." (xx.)

(xx.) Letter: To: Ed Sullivan c/o Civilian Saucer Investigation. P.O. Box 1971, Main Post Office, Los Angeles 53, California. From: George D. Fawcett, Box 3401, Lynchburg College, Lynchburg, Virginia. CUFOS archives. Copy in author's files.

5 August. Near Pacoima, California. (5:20 p.m.)

Mystery spheres speed over Laurel Canyon Boulevard.

A Mr. and Mrs. Leon A. "Bonotaux" [name not clear in records] lived just outside the city of Pacoima near the intersection of Laurel Canyon Boulevard and Barnford Street. On the afternoon of August 5, 1951, two dull grey spheres about three feet in diameter appeared. The balls were moving slowly through the air at treetop height above Laurel Canyon Boulevard. The "Bonotauxs" were sitting under a tree and had a good view of the UFOs as they approached from the direction of Van Nuys and reached Branford Street. The things traveled at a steady speed they estimated was about 10-15 mph and which was against a strong headwind. When the spheres reached the intersection, they lit up with a very bright light that pulsed. The two UFOs turned away from the Boulevard and then zoomed vertically until out of sight. The witnesses' impression was that the surge of bright light caused the acceleration in speed and the vertical climb. (See drawing by witnesses on page 33)



(xx.) Pacima, California, report is taken from the APRO files. Film records of the ARPO files up to the year 1956 are in the author's collection.

15 August. The "Lubbock Lights."

Letter to the editor of *Life Magazine*:

"Sirs:

As observers of the Lubbock lights, we feel the record requires that we point out that the groups of objects shown in the Hart photographs are, in these respects, essentially different from any of the 12 or more groups that we sighted.

1) All but three of the groups we sighted had no geometric form; those three had no geometric form; those three were smooth arcs, not V-shaped.

2) Those three could not be conclusively determined to be composed of individual lights, but certainly they were not made up of two distinct rows of alternately spaced lights.

3) None of our sightings was either bright enough, nor in view long enough (3 seconds) to offer any possibility of being photographed.

4) Even if the lights we saw had been particularly rich in nonvisible ultra-violet light, they could not have been photographed without special equipment.

5) All of our sightings were close to the same speed of 30 degrees per second, at which speed it would be impossible to follow them with a camera accurately enough to obtain an unblurred image.

W. I. Robinson  
A. G. Oberg  
W. L. Ducker  
E. F. George

Lubbock, Texas.

• Air Force experts had considered these objections of Professor Ducker and and Doctors Oberg, Robinson and George. But they are still convinced that Hart was able to get exposures of the two groups he saw (4 seconds for each to cross the sky, 1 ½ minutes apart) and found no reason to repudiate his pictures ---ED." (xx.)

(xx.) "Letters to the Editor." *Life*. 4 April 52.

Dr. Hynek asks a Mr. Madison to interview Carl Hart.

A Harvey Madison interviewed Carl Hart many years later when the UFO photographer was a 46-year-old computer programmer for the military. Hart was married with several children and lived a quiet middle class life in Lubbock. Hart still insisted he had taken pictures of something odd back in 1951, perhaps reflections of street lights on some atmospheric wave of cold air, or something of that sort. Madison had graduate training in counseling and considered Hart to have a mature personality with conventional behavior modes.

Ruppelt replied on March 24, 1955:

"I want to assure you that commensurate with your wishes I will not quote your letter, our telephone conversation, or the telegram to anyone or in my proposed book. I fully realize the position that you and Drs. Oberg and Robertson are in and don't blame you a bit for not wanting to get back into the hassle again.

"If you ever should change your minds about releasing your data I would appreciate it if you would let me know about it. I still feel that you[r] solution would do much more than just solve the Lubbock Lights in that it would prove that even the most 'mysterious' sounding flying saucer stories can have a simple solution. Secondly it would scotch Menzel [The Harvard professor favored an optical phenomenon as always] who was nothing but a continuous pain in the posterior as far as I was concerned. And please do not quote me on this." (xx.)

(xx.) Letter: To: Prof. W.L. Ducker, Department of Petroleum Engineering, Texas Technological College, Lubbock, Texas. From: Edward J. Ruppelt, 1911 Josie Ave., Long Beach 15, Calif. 24 March 55. Copy in author's files.

We now know Ducker's test results: "Ducks." Apparently the problem was that the solution arrived at by Ducker confirmed the public ridicule about the professors' poor powers of observation. The ridicule could intensify. (In any case, this how I interpret the secrecy over "Ducker's Ducks" and it might explain why Ruppelt used the puzzling moth explanation in his revised edition—L. E. Gross)

Other reports of "Lubbock type" lights.


July or August [exact date not recalled] 1951. Amarillo, Texas. (about 9:00 p.m.)

A Mr. Heartill Cribb wrote Coral Lorenzen's APRO organization to tell of a "Lubbock type" manifestation that passed over Amarillo, Texas. (See below) Letter from APRO files.

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The next sighting was made in the summer of 1951...in July or August. I sent in reports at the time to TRUE magazine with the correct dates. The time: about 9:00 in the evening. It was not cloudy, hazy, foggy or smoggy. They flew in formation as smoothly as if they had been locked together. Below is a drawing as they flew overhead going in a southeast direction. Their color was pale blue... almost white. My art work is not the best so the single object above the dark line at the bottom of the page is representative of the size and shape of each individual object in the formation. The UFO's gave off their own light...again a very soft light like a glow worm. They flew at a speed faster than any aircraft then was capable of. No noise...no exhaust trail.

I swear that the above is true...I have no reason to deliberately falsify anything of such importance. Because of the nature of importance I was positive of what I saw...Solid objects under intelligent control.



*Heartill Cribb*

AMARILLO TEXAS

JULY or AUG  
1951

August 1951. Orlando, Florida. (8:30 p.m.)

V-formation floats over Orlando.

A Betty Spiller was playing in her yard with a girl friend one evening in August. It was a clear summer night. The stars were visible but the moon was below the horizon. A weak breeze was blowing. At 8:30 both girls spotted a V-formation of about 20 bright spots passing directly overhead. The things were not moving fast and were about a half-dollar size at arm's length. Here is what Betty saw:

"The objects were globular, giving off an intense white light. The edges of the UFOs appeared to be slightly tinged with greenish-blue. This greenish-blue cast appeared to be concentrated around the outer edges of the objects. The UFOs were sharply outlined and made a pattern against the sky like a string of luminous pearls.

"One thing that struck me about the objects was that they moved in a sort of fluid motion, as a unit. They traveled so smoothly across the sky that it was difficult to think of them as individual objects.

"One other thing we couldn't understand was the complete silence. This and the weird lighting of the objects convinced us that they were not conventional aircraft." (xx.)

(xx.) NICAP UFO report form. Betty Spiller, 1024 Glendale St., Orlando, Florida.  
Date of report: 20 June 1966. NICAP files. CUFOS archives.

Dr. James McDonald's notes:

Comments found in Dr. McDonald's notes, written in long hand and hard to read, state that McDonald had talked to Professor Ducker in 1967. Ducker said the Lubbock incident, "was very embarrassing to Texas Tech," and "took a hell of [lot of?] trouble to work it out." Also, that he, "used a searchlight & binoculars - could see the feet on the little rascals [birds]." The same notes say: "Ducker talked to Ruppelt in LAX when Ruppelt [was] at North American. This [Lubbock UFO incident] was sticky, put them [the professors] on lunatic fringe & all. The [?] profs were trying to get it out of [the] news. Wanted Ruppelt to get the explanation straight, but didn't want his [Ducker] name used. They wanted it hushed up." (xx.)

(xx.) Dr. James McDonald papers. University of Arizona, Tucson, Arizona. Special Collection Division. "Lubbock Lights" folder.

McDonald also had something to say about Carl Hart. McDonald refers to a "AL Rosenthal [? -not sure of spelling] who was "Time's man there." (An area stringer for *Time* magazine?) Mr. Rosenthal said Hart, "had been trying to get a photo in *Life* [magazine] for years." (xx.)

(xx.) Ibid.



27 August. Vandalia, Illinois. (between 8:00 and 8:30 p.m.)

"It was all very spooky." (See below)

Vandalia (Ill.) Leader, Thursday, August 30, 1951:

**'WHAT-WAS-IT' SPOTTED OVER AIRPORT**

It wasn't a flying saucer. Nor was it a conventional type airplane. But whatever it was, it has aroused the curiosity of at least five persons who saw it soaring through the air Monday night (8/27).

"It was a big orange light with blinding intensity when I first noticed it over the southwest corner of the airport," Ray Williams told The Leader. "I had just taxied out onto the runway preparing to take a flight around the city when I noticed the light. It was between 8 and 8:30 P.M. I called over the radio to the OAA official on duty, Albert Broakles, and to Paul Reese, and asked them to take a look.

"The lighted object disappeared into the west and we decided maybe there was nothing to it. So I decided to continue with my flight plans," Williams stated.

"Shortly after I had taken off I noticed the light again, approaching my plane. It came directly at me and then circled my plane twice before heading toward Greenville. I followed it and it made a circle around that town and came back toward Vandalia. I last saw it near the country club. The OAA radioed a transport pilot who was passing over Vandalia at the time at about 20,000 feet and he too saw the object."

"It was all very spooky," the Vandalia airman said. "It wasn't an airplane but whatever it was the light was on the tail of it, and there was a small red light on top. Probably it was some military craft from Scott Field making a test run."

The lighted object which appeared to have a 10 to 12-inch lens, was also seen by Dwight Kerna in St. Elmo the same evening.

CSI/NIOAP files

Note by TB: This report, based only on the news clipping, is included in the case discussions in Project Grudge Status Report No. 1, with the comment, in Appendix IV: "An attempt will be made to obtain further information about this incident."

In Status Report No. 2, in the chart on p. 3, the comment reads: "No further investigation. No conclusion."

From the NIOAP edition of this publication, pp. 13 & 33.

September/October (exact date not recalled) Cleveland, Ohio. (2:00 a.m.)

UFO visits airport.

A retired Cleveland police officer wrote to Donald Keyhoe to say:

"I have seen such a strange device --to my opinion a flying saucer (UFO), which was ruby red, about 2:00 a.m., either in September or October of 1951. I was stunned as to its appearance and maneuver ability --it was hovering over our Cleveland, Ohio, Airport. It was round in diameter about the size of a good two story house, and seemed to be standing on edge.

"At first it was standing still and with unbelievable speed it shot to the right --then to the right again and back to the left --then upward at terrific speed which was unbelievable and vanished. This all took place in about 20 seconds."

(xx.) Letter: To: Donald Keyhoe (NICAP). From: W.F.Frawley, 1019 East 2<sup>nd</sup> St. Hope, Arkansas. (no date) NICAP files. CUFOs archives. Copy in author's Files.

Fall 1951. Korean area. (night)

UFO circled fleet? (See letter on page 40)

Fall 1951. Somewhere between Chattanooga and Birmingham. (no time)

The note below was found in NICAP files.

*IN FALL OF 1951 JOHN R. DOTSON, PRIVATE PILOT, AND NEIGHBOR KNOWN AS "MR. GREEN" WERE ENROUTE FROM BIRMINGHAM, ALABAMA TO CHATTANOOGA, TENNESSEE. UFO FLEW AT NINE O'CLOCK PARALLEL TO THEM FOR APPROX. 30 MINUTES MAINTAINING CONSTANT DISTANCE AND ALTITUDE. FIVE SMALLER OBJECTS APPEARED TO FLY OUT OF THE LARGER ONE AND REVOLVE AROUND IT. THEY WOULD FLY CLOCKWISE AND THEN REVERSE TO COUNTER-CLOCKWISE. THE INSTANT THAT JOHN REACHED RADIO RANGE AND DEPRESSED THE RADIO BUTTON ON HIS INSTRUMENT PANEL, THE UFO DISAPPEARED INSTANTLY.*

Late summer 1951. Eddington, Maine. (about 3:00 p.m.)

"They asked me what I had been drinking."

A Mr. Hooper wrote to CSI Los Angeles after reading about the group in *Life* magazine:

"...it happened the last part of last summer [1951], soon after I saw it I rushed

LCDR M. C. Davies  
NARTU, Box 4  
U. S. Naval Air Station  
Jacksonville, Florida

May 16, 1957

National Investigation Committee  
On Aerial Phenomena  
Washington 6, D. C.  
Attn: Major Donald E. Keyhoe



Dear Sir:

In reply to your letter of 8 May 1957 the following information is submitted for your evaluation. Due to the length of time involved since this incident happened; speeds, times and no of radars involved should not be considered accurate, but are the best. I can recall.

My background is a Naval Aviator with approximately 4,000 hours. At the time of the incident I was deployed with an Anti-Submarine Squadron aboard a CVE class carrier. I was assigned Air Crew Training Officer and prior to deployment had attended CIC Air Controller School At Point Lema, also Air Borne Air Controller School and Airborne Early Warning School both located at NAS, San Diego. This was not a visual sighting, but a radar sighting.

The night in question was in the fall of 1951 in the Korean area. The time of day I do not recall except that it was at night, I was riding with a radar operator, which I often did to check on their Proficiency.

We were flying at 5,000 feet, solid instruments, with our Wingman flying a radar position about 3 miles astern and slightly to our right or left. The target, which was slightly larger than our wingman, I picked up on our scope, had been circling the fleet; it left the fleet and joined up on us a position behind our wingman approximately the same position he held on us. I reported the target to the ship and was informed that the target was also held on the ships, fourteen (14 in number); and for us to get a visual sighting if possible. This was impossible because of the clouds. The target retained his relative position for approximately five (5) minutes and then departed in excess of one thousand miles per hour. He departed on a straight course and was observed to the maximum distance of my radar which was two hundred miles.

Upon completion of my flight an unidentified flying object report was completed at which time I was informed that the object was held on Ships radars for approximately seven hours.

I sincerely hope this information is of some value to you. I am very much interested in flying saucers and have read several books about them, of which I preferred yours.

Sincerely yours,

M. C. DAVIES

in and told my wife, and next door neighbor, and they asked me what I had been drinking, but the same day we saw in the Boston papers, the following day, where the same objects had been sighted on Cape Cod [the Rogers/Ballard case?]. Well here's my experience.

"It was around three o'clock in the afternoon. I was down in my back field, walking along the edge of the field when I heard this funny noise. It sounded exactly like a swarm of bees, so much so, that I started to look around to see where they were, but I couldn't seem to locate the source of the sound, until I looked overhead, and there was a very large object, approximately as long as a large bomber is wide, and it was surly not very high up as I could make out the different features of it very well. I would say it wasn't a bit higher than a small cub [piper cub?] fly, and it was going about the same speed, and it was shaped like a fat egg, only it was more flat, and it had two different colors. It had a kind of over hanging edge over it similar to this and the edges were a different color than the *Buzzing Sound* under side or top. I watched it for a few minutes, and then I started running across the field towards the house, when I had gone approximately 500 feet, I stopped to watch it again, and all of a sudden it went almost straight up completely out of sight, and when it turned up was when I got a good look at the top of it, but it didn't pick up speed until after it turned up, but it went out of sight like a flash. It left no smoke or vapor behind it as I could see. It was a bright metal but not so bright as any of our metals are. It had altogether a different look, but I do want to say again there surly was a noise coming from it." (xx.)

(xx.) Letter: To: CSI Los Angeles. From: J.B. Hooper. RD#1. East Holden, Maine. April 4, 1952. CUFOS archives. Copy in author's files.

31 August. Matador, Texas. (12:45 p.m. CST)

"Hostility suspicions."

When Dr. James McDonald reviewed this case in BLUE BOOK files, he noted with interest it was investigated by Air Force special agents: "As with the presence of special agents in green fireball episodes of 1948, one wonders if hostility suspicions had emerged. Interesting to note, here as in the green fireball file the distinctly professional tone of the investigative approach. Lack of tendentious air so strong in typical BB case discussions. Very businesslike, very discrete, systematic, biases undetectable." (xx.)

(xx.) Dr. James McDonald papers. University of Arizona, Tucson, Arizona. Special Collections Division. Box 16. "31 Aug 1951 Matador, Texas."

The Ft. Monmouth case, the explosive meeting presided over by General Cabell, and the revitalization of project GRUDGE, as revealed by Lt. Jerry Cummings.

Part One: How it all began, and the trouble with Rogers, James, and Watson. What project GRUDGE was really like before October 1951.



This is from an interview of Jerry Cummings on January 14, 1955, after he had left the Air Force:

"Jerry said that on the afternoon of September [?] 1951 he was in the office [BLUE BOOK] when he got a call from Lt. Col. Rosengarten, who was chief of the Aircraft and Propulsion Section at ATIC. Rosy was our boss. Rosy had a wire that had come in from Ft. Monmouth telling about the sightings there of the past few days. The wire was about 4 feet long and very detailed. It was obvious from the tone of the wire that it had created quite a stir at Ft. Monmouth.

"When the wire had come into Fieling's office (Col. Bruno Fieling, Chief of the Analysis Division) about 1300 [hours] he had sent it on to Capt. Roy James in the Electronics Branch since the sighting involved radar. Somehow Jim Rogers, ex-chief of Blue Book (at the time it was Grudge) had gotten into the act. Rogers and James were laughing about the whole thing when Cummings first heard about it. He was a bit hacked because he was supposed to have the Project but there was nothing that he could do. The reason for the interest by Rogers and James, supposedly the first team, was that there had been a rumble [rumor?] that someone in Washington was interested and a quick answer was needed. Cummings was 'too slow.'" (xx.)

(xx.) These are notes taken by E.J. Ruppelt during lunch with Cummings on January 14, 1955. Ruppelt was gathering information for his book on UFOs. Copy of notes in author's files.

Part two: What GRUDGE was really like.

Cummings tells Ruppelt how GRUDGE "solved" cases:

"After they [Rogers and James] messed around with the report for awhile, speculating on what they could use for an answer, Rosy had gotten wind of the report and he went into Fieling's office to complain that if he was responsible for the UFO reports he should be the first one to get them. Rogers was called in and he gave the report to Rosy. Rogers already had an answer, 'the whole outfit were a bunch of young impressionable kids and the T-33 crew had seen a reflection.' Rogers had supposedly reported these findings to Col. Watson, the Chief of ATIC, and Watson had supposedly bought the idea. Rosy didn't like this answer and Cummings like [d] it less, when he saw the wire in Rosy's office.

"They decided not to call in James again because neither one of them trusted his judgement. Cummings was just getting ready to go over to Wright Field to get someone from the Radiation Lab to take a look at the report when a wire came in from Washington. The time was now about 1600 [hours]. The wire indicated that General Cabell had seen a copy of the wire from Monmouth and that he wanted to know what ATIC thought. Rogers put the pressure on to send his answer back to the Pentagon and 'get them off our backs.' He claimed that Watson was in agreement with him (Possible Watson wasn't there. If Watson wasn't there it



was Dunn, but this doesn't sound like Dunn. Jerry kept saying Watson). Both Rosy and Cummings were against this and when it looked as if Rogers might be going to win out when someone (I didn't get who) called the Pentagon and talked to Gen. Cabell's assistant, a colonel. This colonel was very surprised to hear that there was even any question as to whether or not anyone would go out and investigate the report so whoever it was from ATIC that was on the phone weaseled around to make it sound as if they were going to Monmouth and had planned to do it all of the time. The colonel, Cabell's assistant, added that the General had said that he wanted this report fully investigated and that if they weren't getting the proper cooperation they should call him or the General and get him out of bed, if necessary." (xx.)

(xx.) Ibid.

Part three: "Rosy" (Col. Rosengarten) and Lt. Cummings travel to New Jersey.

The interview continues:

"With this it was decided that a trip should be made and Rosy and Cummings got a hurried set of orders and were on their way. When they got to New Jersey they called the Pentagon and found that Cabell had left word that he was to be briefed at the earliest possible moment. The General said that he wanted to be briefed on Monday (??) at the latest.

"When they got to Monmouth, Cummings and Rosy got in touch with the OD [Office of the Day] and the OD got them transportation. The Signal Corps was very cooperative. They talked to all concerned and got their story.

"The pilot and passenger of the T-33 flew up to Mitchell (??) and Rosy and Cummings went over their [there] to talk to them. They were both completely sold that the UFO was real. They didn't have any idea what it was but they were convinced that it was something 'intelligently controlled.'

"(It is interesting to note that weeks later, when we proved, at least to my [Ruppelt] satisfaction, that the UFO was a balloon, the two officers said that we were nuts. They found several holes in our analysis.)" (xx.)

(xx.) Ibid.

Part four: Why the secrecy? The interview went on to state:

"Rosy and Jerry found that the press had gotten a hold of the story and they didn't like it one bit. At this time the UFO project was a fairly well guarded secret for two reasons; (1) Many people believed that these UFOs were from were from outer space and they didn't want to cause any alarm, and (2) the other faction, led by Watson, and obediently followed by Rogers and James, believed that if you stuck your head deep enough into the sand that they would go away. In addition, Watson had been telling the reporters that the Project was dead. (Cabell read this, evidently, but he was for keeping it all quiet and thought that this story from ATIC was just a cover-up).

"The story had leaked out when the T-33 crew talked to the tower and when they had inadvertently talked to each other on VHF instead of the intercom. Later on they were talking in a bar and a reporter overheard them. Both of these bits of intelligence were put together and the local story evolved." (xx.)

(xx.) Ibid.

Part five: The radar logs.

The interview continues:

"Cummings somewhere got word that the ADC radar site at or near Sandy Hook had been picking up targets at the same time as the activity was going on at Monmouth so he went to [the] site to try to find out what was going on. He got a very cold reception and had to call the Duty Officer at the D/I to get into the place. When he did he found out that things were all fouled up. The radar logs showed unidentified targets but the officer-in-charge said that the targets were weather, then another office said that they were SAC aircraft on a classified training mission. The log didn't show this however. Jerry did think that he established that the radar had no target other than the T-33 at the time of the sighting.

"When Rosy and Cummings finished they couldn't get a flight to Washington they again called the Pentagon to see if they could get an aircraft to come up after them. They didn't have aircraft that intelligence could get so the Pentagon said to charter a plane. This they did." (xx.)

(xx.) Ibid.

Part six: The meeting in Washington.

Cummings tells about the explosive "Cabell" meeting:

"When they got to Washington [Rosy and Cummings] they cleaned up and went out to the Pentagon and General Cabell had a meeting set up. There were several people from the aircraft industry at the meeting. How they had found out about the meeting, Jerry didn't know. One of the men was a Mr. Brewster from Republic Aircraft.

"The whole meeting was recorded on wire but several weeks later, at ATIC, at the direction of either Col. Watson or Al Deyarmond, the wire was destroyed. I heard it before it was destroyed, however.

"The meeting was a rough one. While Jerry and Rosy were in New Jersey the General had done a little bit of checking. He had called ATIC and talked to Rogers and it was obvious that Rogers didn't have the answers that the General thought he should have. He got a good clue that Project Grudge had been scuttled a long time before.

"When the briefing was rolling the General asked Jerry to give a resume of what had been taking place on Project Grudge. Jerry told me that he looked at Rosy and got the OK sign, so he cut loose. He told how every report was taken as a huge

joke; that at the personal direction of Watson, Rogers, Watson's #1 stooge, was doing everything to degrade the quality of the reports; and how the only analysis consisted of Roger's trying to think up new and original explanations that hadn't been sent to Washington before. Rogers couldn't even find half of the reports.

"The General then got on his horse. He said, 'I want an open mind, in fact I order an open mind. Anyone that doesn't keep an open mind can get out, now.'

"As long as there is any element of doubt, the Project will continue.'

"About this time one of the General's staff suggested that since there were industry observers present, maybe the remarks should be kept objective or that the industry people should leave. This got the Old Man and he said that he didn't care how embarrassing it was, he wasn't ashamed to give people the devil in front of strangers.

"He said that the apparent disregard of his orders were a source of concern. He complimented Cummings and Rosy by saying that he was glad to 'get action.'

"The General asked about the results of the investigations of several other good sightings but a telephone check to ATIC showed that they had been lost, no one ever could find them.

"His next question was: 'Why do I have to stir up the action? Anyone can see that we do not have a satisfactory answer to the saucer question.' (xx.)

(xx.) Ibid.

Part seven: The revitalization of GRUDGE.

Cabell gives new orders:

"Cabell went on to say that he wanted some action. He wanted the Project reorganized and he wanted all of the directives reissued because, he said, it was obvious that they were not being followed.

"Then, Jerry told me, the General looked at his staff of colonels for about 45 seconds and said, 'I've been lied to, and lied to, and lied to. I want it to stop. I want the answer to the saucers and I want a good answer.' He started in on the Mantell sightings and said that he had never heard such a collection of contradictory and indefinite statements. He said that he thought that he had a big activity operating and found out the only man, and apparently incompetent one at that, fumbling around trying to make excuses.

"Col. Porter (whom I consider to be one of the most totally incompetent men in the Air Force for reasons other than the UFO Project) was his old stupid self and said that he still thought that the Project was a waste of time. The General's reply was that he didn't consider himself a crackpot or impressionable person and that he had a great deal of doubt in his mind that the saucers were all 'hoaxes, hallucinations or the misinterpretation of known objects.' He took a swing at the famous Grudge Report by saying that it was the 'most poorly written, unconvulsive piece of unscientific trip' that he'd ever seen.

"The General ended up the meeting by giving a pep talk and saying that he thought that things would change and that the saucers would become respective [respectable?]. He said that he was going to keep an open mind and that he wanted

the same from his staff.

"Cummings and Rosy came back to ATIC but the battle wasn't over. Watson hadn't been at the meeting, he had sent Col. Dunn. Watson didn't openly fight the Project but he dug his feet for all he was worth. It wasn't until Watson went to Europe that the Project began to pick up." (xx.)

(xx.) Ibid.

"Mr. Brewster."

Two special R/D projects were authorized under the renewed UFO effort at ATIC. One was the study of general characteristics found in UFO reports, which would be conducted by the Battelle Memorial Institute and would result in the famous Special Report #14. The second is not generally known to UFOlogists and it concerns "Mr. Brewster" who was in attendance at the Cabell meeting in Washington. (See the Routing and Record Sheet on page 47)

Speculation: The study of "general characteristics" project may have been linked with the "Unified Field Theory" project. It seems Mr. Brewster was going to use the data from the general characteristics to prove his ideas. It should be noted that Brewster, with a Mr. Johnson, asked to talk with the UFO witnesses Rogers and Ballard of the Ft. Monmouth case. Granted permission, Brewster and Johnson inquired about ground track, color, altitude, heading, and specifically any exhaust. Apparently the two men from Republic Aviation wanted more information about what was observed, instead of just quizzing theoretical physicists at Harvard.

Ruppelt and the "Unified Field Theory."

This is from a page that was cut from the final draft of Ruppelt's UFO book that mentions the "Unified Field Theory." It says: "Einstein's Unified Field Theory which links gravitation and electromagnetism may be the key to an 'anti-gravity shield' but this concept is in such a state of infancy that few, if any, people in the world even partially understand its potentialities." (xx.)

(xx.) Rough draft of Ruppelt's book with sections crossed out. Chapter 15 page 6. Copy of the manuscript in the author's files.

Atomic power.

For some reason, all references in the rough draft of Ruppelt's UFO book mentioning "atomic power" were deleted. It is known the military mounted a serious effort to build an atomic powered bomber. Perhaps security considerations prompted the omissions. Here is one of the sections omitted:

"Ever since the first UFO sighting was reported, people have speculated about how 'flying saucers' are powered. Answers to this fundamental question have run the gamut from the 'anti-gravity shield' to the turbojets used in today's aircraft. Somewhere between the near fantasy and fact falls the possibility of atomic plants.



DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 841508  
 BY W.G. Lewis PARS, Date Jan 29, 1985.

AT THE

# ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: (Unclassified) Directorate of Intelligence Research and Development Requirements, Fiscal Years 1952 and 1953	
TO: Plans Division, Directorate of Intelligence, DCS/O	DATE 19 OCT 1951
ATTENTION: Colonel E. S. Leland	COMMENT NO. 1
FROM: Directorate of Intelligence, DCS/O	Lt Col Shoop/r/p/52466 AFOIN-V/TC

1. The following Research and Development projects are required for fiscal years 1952 and 1953 by the Directorate of Intelligence:

- Scientific examination of all files relating to the phenomena of unidentified flying objects, in order to determine the feasibility of existence of flying objects with the general characteristics observed.  
 Estimated time: Eight (8) months  
 Estimated cost: \$35,000.00
- The investigation of the "unified field theory" to determine if it is feasible to produce energy applicable to aircraft propulsion.  
 Estimated time: Six (6) months  
 Estimated cost: \$25,000.00
- Remarks: One of the by-products of the general field of Einstein's Theory of Relativity analysis was the endowment of energy with the characteristics of mass, the inter-relation between gravitation and inertia and the recognition of various fields of force as being different aspects of a common phenomenon - the "unified field theory." This theory has been explained by Minkowski in terms of the 4-dimensional "space-time" or "Minkowski world" called a "world line."
- There are only a few, if any, mathematical scientists who understand such advanced and complicated theory. It should be clearly understood at the onset of this project that only pure theoretical concepts are available as a basis for further investigation.
- The Republic Aviation Company, through Mr. Brewster, has expressed interest in this project. He stated that experiments would be made by Republic Aviation Company at their own expense to determine the possibility of generating energy by some application of the "unified field theory."

*William A. Adams*

WILLIAM A. ADAMS  
 Colonel, USAF  
 Deputy Chief, Evaluation Division  
 Directorate of Intelligence

PAGE 1  
 CONFIDENTIAL



"If UFOs exist as some type of powered craft, one thing is certain, the power required for them to attain the reported speeds and accelerations must be tremendous. Conceivably, atomic energy could supply this power. Potentially almost limitless, atomic power is within our reach today. We have the energy now; only the job of controlling and using it remains to be accomplished.

"Steps in this direction have already been taken. For the past three years, [this was written in 1955] several companies, including Pratt & Whitney Aircraft, have been engaged in developing atomic engines for airplanes. In the fall of 1954, the Air Force, in conjunction with Pratt & Whitney initiated work on the Hartford Research Facility, a research laboratory for furthering atomic airplane engine development. Although the exact way that atomic power will be utilized to propel aircraft is a highly classified secret the basic ideas are common knowledge. In our conventional jet engines air is taken in at the front, compressed, heated and blown out the end of the engine. The airplane is pushed through the air because of the same laws of physics that say that if you lay a gun on ice, reach down and pull the trigger, the bullet will go in one direction and the gun will go sliding off in the other. A jet engine does the same thing, the compressed and heated air goes in one direction and the airplane goes in the other. The role of atomic energy will be to heat the air in the jet engine, a job now relegated to the gasoline-kerosene mixture known as jet fuel. The amount of heat available is directly proportional to the power that is available so as soon as we learn to control the heat and develop metals to withstand it we may have unlimited power for our aircraft.

"But there is one 'hooker'—even though a few kilograms of fissionable materials would equal several million gallons of jet fuel—the fissionable material has to be shielded to keep its radiation from harming anyone. The weight of this shielding, plus the weight of the machinery needed to change the heat of the fissionable material to heat [He is probably thinking in terms of heat exchange by means of a fluid] that can be utilized in the jet engine is enormous and it may be proven that it is not even practical to use an atomic engine in an airplane if so much weight has to be carried [Atomic powered submarines had little trouble meeting these conditions.]. So the thinking along the lines of how to use atomic power in airplanes is changing." (xx.)

(xx.) Ibid.

It is at this point that Ruppelt mentioned Einstein's Unified Field Theory, a statement which has already been quoted. He then suggests there may be options:

"The step between the jet or rocket engine, and the 'antigravity shield,' is that of using an energy beam to get the same effect as a jet engine or rocket—that of shooting 'something' out the back of a power plant to push it ahead. This 'something' could be 'atomic radiation.' Anytime there is a nuclear reaction in an atomic bomb or an atomic pile, billions of particles come shooting out at the speed of light. Although these particles are almost weightless they do weight a little. If the flow of these particles could be in some way controlled and they could all be shot in one direction, they could accomplish the same thing that the hot air accomplishes when it comes out of the tail end of a jet engine or that the bullet does when it comes out of

the gun that was lying on the ice.

"The principle of the energy beam is also still in its bare infancy but it is a possibility, and according to many scientists whom I talked to, it is a good possibility for powering our future aircraft. One scientist at Oak Ridge stuck his neck out—he said that we'd be using it in fifteen years.

"I [Ruppelt] was interested in learning all about these various ideas of propulsion because it is likely that if anyone had developed the art of aerodynamics to the 'flying saucer' stage they would have also put the atom to work as an aerial prime mover.

"On project Blue Book, I heard these theories of new types of propulsion discussed many times. Whenever I briefed a group of scientists, civilian or military, on the evidence of our investigations, the subject would come up: the theory that UFOs might be atomic powered. And there was always a rumor of events which gave a semblance of a basis for the theory. The rumor was classified as such because everyone I met had heard it second hand and didn't know where it originated. But if the rumor were true, we were in possession of the first tangible non-visual evidence for testing the existence of UFOs and the existence of UFOs and the nature of their engines—a very important point because we lacked physical evidence of anything associated with the UFO." (xx.)

(xx.) Ibid.

In his published text, at this point, Ruppelt launches into what he calls "The Radiation Story." Ruppelt does not name the place or the people involved in the beginnings of the story, but the information has since been obtained. The place was the powerhouse on the grounds of the Palomar Observatory atop Mt. Wilson in southern California. It seems the Naval Electronic Laboratory of Pasadena had installed some Geiger counters and recording equipment in the building in connection with a Navy cosmic ray contract.

Some correlations were apparently achieved by accident between the sightings of UFOs near Mt. Wilson and increased radiation readings. Two of the officials we can name were a G.L. Bloom and a J.P. Maxfield. The dates of the UFO sightings were the 14<sup>th</sup>, 17<sup>th</sup>, and 21<sup>st</sup> of October 1949. (A complete account of this is given in my monograph *UFOs A History 1949 July-December* pp.50-52)

Note: An investigation into radiation correlations required help from any chance visual observations of UFOs by persons in the Mt. Wilson area. This led to George Adamski's minor involvement, and no doubt was the reason for Ruppelt's visit to a meeting of the Los Angeles-based Civilian Saucer Investigations organization on April 2, 1952. Ruppelt was accompanied to the CSI gathering by Col. S.H. Kirtland. An official liaison with the civilian group was established. (See my monograph *UFOs: A History 1949 July-December*. pp.31-32.

Speculation: The apparent interest shown by UFOs in atomic facilities and missile tests may not be motivated by a fear of any weapons system. Over the last half-century the development and production of atomic weapons has continued without any overt action to counter it by UFOs. Perhaps the key to the UFO's propulsion is in some way nuclear and "they" are checking for any progress in that area? It's certainly true UFOs have been reported taking a very close look at

atomic warheads in storage and mounted on missiles, but nothing happened (that the public knows of). The only example of the possible intervention in the operational use of a nuclear weapon took place decades after 1950s when it was claimed a UFO may have changed a targeting code on a ICBM. Another thought is that the U.S. nuclear arsenal was being countered from the beginning by the UFOs perfecting the neutralizing of targeting, detection, and delivery systems of the country's defense network. Taking out storage areas and missile sites need not be required.

UFO sightings by the General Mills people.

Dr. James McDonald relates the results of his inquiry. (See letter on page 51)

15 October. Colonel Watson loses out.

With ATIC (Air Force Intelligence) assuming its own separate identity in mid-year, Col. Watson saw his chance during the organizational shake up to rid his command of the UFO headache. There were two directives in force that gave instructions on where to forward UFO reports, and they were in conflict. One said the Air Defense Command and the other Air Force Intelligence (AMC). Watson argued that little if any results had been obtained from the study of UFOs, especially evidence of foreign devices. He reasoned that ADC should have the problem, which then would be handled with normal operational procedures. A Colonel Glover was assigned the job of settling the matter. On October 15<sup>th</sup> he notified ATIC that he had determined that the mere fact that UFOs were not a weapon of a foreign power made UFO reports the jurisdiction of ATIC which specialized in technical problems. (xx.)

(xx.) Memorandum for Record. AFOIN-P/PL/Col Glover/jp/72826. Wrtn 15 Oct 51.  
SECRET. Copy in author's files.

22 October. General Cabell issues orders.

Following Colonel Glover's recommendations, General Cabell issued formal orders to ATIC at Wright Field (Since Col. Watson was in the process of leaving for another assignment, the order was addressed merely to: "Chief, Air Technical Intelligence Center."). In a way, Cabell's directive was something of a compromise. It said that ADC and ATIC shared responsibility. While the study of UFOs was to continue, the revitalization of GRUDGE did not have to mean a large new project. The new effort was to be "at least a small section specifically designated to do the job." An expansion of effort, a "bigger BLUE BOOK plan," was drawn up by Ruppelt in 1952 but it never materialized (See my monograph *UFOs A History 1952: November-December*, pp.80-90.) A possible factor in the failure to activate the "bigger BLUE BOOK plan" was the death of Stalin in March 1953, to say nothing of the development of the H-Bomb which many thought made war improbable. General Cabell wrote:

"The reporting and analysis of sightings of unidentified flying objects continues to be an intelligence production requirement of the Air Technical Intelligence Center. It is therefore not considered desirable to shift the responsibility for this function to the Air Defense Command as was recommended in paragraph seven, basic communication [See Col. Watson's letter





## THE UNIVERSITY OF ARIZONA

TUCSON, ARIZONA 85721

INSTITUTE OF ATMOSPHERIC PHYSICS

10-3-66

Dear Dick:

This is for insertion in the NICAP file on the October 10 and 11, 1951 sighting by Joseph J. Kaliszewski, General Mills engineer. A reference to the sighting of 0630, Oct. 11 will be found in Keyhoe's FSFOS, p. 49. Charles B. Moore, now of New Mexico Institute of Mining & Technology, but then with General Mills, told me a number of details of these sightings and sent me Xeroxes of intra-company memos on them. My purpose in phoning Kal was primarily to determine if, in the intervening years he had had any reasons to alter his interpretation or his conviction of the reality of the sightings.

As to the latter, Kal was quite emphatic. "I definitely saw something there", and he described it as a clear-out observation, not a marginal one. He said that its maneuvers suggested to him something like controlled action, though he was quite careful to remark that this was only an impression and he had no way of confirming such an interpretation. Since Keyhoe's account does not mention it, perhaps I should note here that the memo report describes it as follows: "This object was peculiar in that it had what can be described as a halo around it with a dark undersurface. It crossed rapidly and then slowed down and started to climb in lazy circles slowly. The pattern it ~~was/were~~ made was like a falling oak leaf inverted. It went thru these gyrations for a couple minutes and then with a very rapid acceleration disappeared to the east. This object, Dick and I watched for approximately five minutes."

Both the Oct. 11 and the Oct. 10 sighting were made from a light plane while tracking Skyhook balloons. ~~The Oct. 10 case was made while flying a few miles north of Minneapolis.~~ The Oct. 11 case was made while flying a few miles north of Minneapolis. Observers on the ground at the U. of Minn. airport, manning theodolites, managed to get a poor glimpse of the Oct. 11 object, seeing it well enough to make out elongated, or cigar, shape.

Moore sent me a Xerox of a letter of Oct. 20, 1951 from F. B. Jewett, Director, Aeronautical Laboratories, General Mills, which went to Zuckert, Asst. Secy., Air Force, reporting Kal's two sightings. Capt. Ruppelt and a civilian came to Gen. Mills to talk with Kal about it ("to try to knock our story down", as Kal put it cynically to me on the phone today). Kal seemed to feel strongly that the USAF handling of the UFO problem was pretty shabby. He was a P-38 pilot in the war, and intimated that he knew how military foulups can occur. Charlie Moore describes him as "a knowledgeable, hard-headed guy." He (Kal) clearly remains firmly convinced, 15 years later, that whatever it was that he saw on those two successive days was no conventional object. He has never seen another UFO since then.

Sincerely,

JEMcDonald

Please excuse the roughness of this note: I'm killing two birds with one stone, by writing up my telephone notes for my own files in the form of a note to you -- so that you can get a file copy --jem

of April 23<sup>rd</sup>]. This is not to imply that the Air Defense Command will not be kept informed of any developments in this field, but to emphasize the fact that at the present time the problem concerns both technical intelligence and air defense.

"It is desired that your headquarters energetically conduct a continuing analysis of information and material you receive on this subject, and further that you remain prepared to provide this headquarters with up-to-date information as conditions demand. [--Words not clear] ...it is directed that you continue to have at least a small section specifically designated as responsible for this function."  
(xx.)

(xx.) Letter: To: Chief, Air Technical Intelligence Center, Wright-Patterson AFB, Dayton, Ohio. From: C.P. Cabell, Major General, USAF, Director of Intelligence. Dept. of the Air Force, Hq. USAF, Washington 25, D.C. 22 October 1951. SECRET. Copy in author's files.

16 October. Hastings, Minnesota. (daytime?)

Because of the other sightings in the region by General Mills people, this incident may be important. Also, Air Force Captain D.K. Slayton spotted a UFO over the city of Hastings on December 12<sup>th</sup>. A Mr. Cremer wrote CSI Los Angeles:

"On or about October 16<sup>th</sup> 1951, I saw an object at a distance of about 60 rods, and about 500 feet high in the sky, [flying] in my judgement at a speed of about 200 miles per hour. I observed this object for a distance of about 80 rods. It appeared to be about four feet in diameter, two and half feet deep, and it looked like a round object made of Galvanized[sic] Steel. [It was]...going in the direction northwest headed for St. Paul, Minnesota. After I had mentioned it to my neighbors what I had seen, they all remarked that it must have been an optical delusion [sic], but I started no arguments, etc." (xx.)

(xx.) Letter: To: CSI Los Angeles. Main Post Office. Box 1971, Los Angeles, Calif. From: P.H. Cremer, Hastings, Minnesota. March 6, 1952. CUFOS archives.

22 October. Waterbury, Connecticut. (approximately 11:15 a.m.)

Object stops, makes right angle turn.

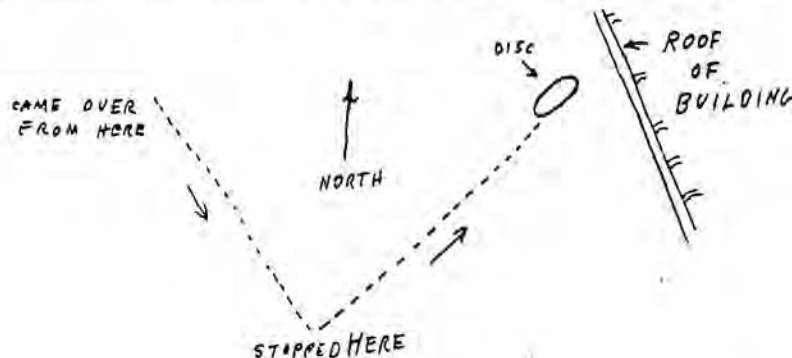
Mr. Cremer's letter quoted above was one of many sent to the California organization after the group was featured in *Life* magazine in 1952. A Mr. Mascoli Jr. also wrote Ed Sullivan's CSI:

"On Oct. 22, 1951, at approximately 11:15 a.m., I saw an object in the sky which closely fits some of the descriptions given in "Life," and previous newspaper reports concerning the flying discs. I did not report this to anyone at the time, for fear of being ridiculed and I'm not one beset by hallucinations.

"I was working at a Super Market in Waterbury, Conn., and had gone outside to help unload a truck of frozen foods. It was a clear day, and the sky at the time was cloudless. I happened to look up at the sky, and saw an elliptical



shaped object coming from the northwest. I have no idea how high or how large the object was, so I won't attempt a guess, but I did see it very clearly. It was traveling quite fast, well over 800 m.p.h., or perhaps much faster. Not knowing its height, I may be wrong. However, I watched it come almost directly overhead, and then it stopped almost abruptly and stood practically motionless for about six seconds. It then went off at a right angle, heading northeast. The top of the stone building then blocked my view, preventing me from following it further. However, I did get a good look at it, and it was definitely elliptical, with clearly defined edges. A sort of "silvery white" is about the best description I can give of its color. This diagram may give you an idea of what I saw:



"That's the story. I don't know how much it will mean to your group." (xx.)

(xx.) Letter: To: Ed J. Sullivan. P.O. Box 1971. Main Post Office. Los Angeles, Calif.  
From: Jerry M. Mascoli, Jr. R. & D. #2. Waterbury 82, Connecticut. April 8, 1952.  
CUFOS archives.

Vincent Bryant and "radar-writeoffs."

The UFO case in this instance is secondary to the remarks of Dr. James McDonald. There may have been changes at project GRUDGE but "radar writeoffs" continued. Dr. McDonald considered the North Truro report just one example. (See BLUE BOOK case file card below)

1. DATE 22 October 1951	2. LOCATION North Truro, Mass <i>RADAR</i>		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input checked="" type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
3. DATE-TIME GROUP Local GMT 0418Z - 0422Z	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input checked="" type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar		
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE Radar Operators		
7. LENGTH OF OBSERVATION 4 Minutes	8. NUMBER OF OBJECTS 1	9. COURSE	
10. BRIEF SUMMARY OF SIGHTING Radar Report. SEE CASE FILE EVALUATION. . . INSUFFICIENT DATA The weather information does not support temperature-inverted anomalous propagation. There probably are other discrepancies in the upper atmosphere which could also cause anomalous propagation. The possibility that meteors entered the atmosphere and were detected cannot be disregarded, and may be the answer to this report. A meteor would cause ionization of the air which should increase the target detectability. Short duration of the condition supports this theory, rather than anomalous propagation.		11. COMMENTS	

Dr. McDonald was pretty hard on ATIC's radar expert:

"...the bulk of the radar-writeoffs stems from a single persons, a Vincent D. Bryant (earlier it was Roy James). He was attaching scientifically absurd 'explanations' to radar cases as early as about 1951, and he was still at it as recently as 1968. Here again I can't briefly summarize all of the bits and pieces of evidence which leads me to think that he was involved in a sincere even if outlandishly incapable process of trying to account for those radar cases. But there are just too many memoranda and letters to various individuals and commands within the Air Force that hinged upon and grew out of his silly explanations to take it as part of a high-level cover-up. The Air Force would have found no trouble at all locating engineers and scientists far more capable of inventing clever explanations than V.D. Bryant was. Yet he stayed on there [at ATIC]..." (xx.)

(xx.) Letter: To: Richard Hall. From: Dr. James E. McDonald. 23 June 70. Dr. James McDonald papers. Library, Special Collections Division. University of Arizona, Tucson, Arizona.

30 October. Yucca Flat, Nevada. (6:40-6:45 a.m.)

"Squadron of discs over atomic test site."

MUFON UFO investigator Walter Webb, one of the better UFO investigators of his day, discovered this case.

Mr. "M's" name is on file, but he did not want it disclosed due to the supersensitive location and timing of the UFO event. Walter Webb tells us:

"In 1951 Mr. M. was an Air Force corporal stationed at Nellis Air Force Base, Las Vegas, Nevada. That same year the Atomic Energy Commission established the Nevada Test Site and began detonating nuclear devices at Yucca Flat (about 120 kilometers, or 75 miles, northwest of the base). He recalled that during one of the first tests—perhaps the second or third in a series of seven—he was among those at Nellis who volunteered for sentry duty at the perimeter of the AEC site." (xx.)

(xx.) Letter: To: MUFON. From: Walter N. Webb, MUFON Consultant. No address given. Date of letter: 3 August 81. MUFON archives. Copy in author's files.

Using various clues provided by "M," Mr. Webb was able to pin down the date and time of the UFO incident, which was about 6:45 a.m., on the morning of October 30<sup>th</sup>. The test was "Able," a small 0.1 kiloton device atop a 100 foot tower. This test was preceded (which may be important) by two spectacular air drops, "Baker" and "Charlie," in *Operation Buster-Jangle*. "Baker" and "Charlie" were both early morning shots (about the same hour as "Able") on the 22<sup>nd</sup> and the 28<sup>th</sup>. If one wanted to attract attention to the area, there was no better way.

Mr. Webb relates what he learned about "M's" experience:

"Mr. M., who was 19 years old at the time thought his post was several kilometers—perhaps five to six (three to four miles)—east of Ground Zero, which would

place the sun at his back. Suddenly, as he glanced at the clear sky in front of him, he perceived three silvery, elliptical objects hovering in the direction of the target zone and at an estimated height of up to 600 meters (a few thousand feet). Time: approximately 6:40-45, as determined by the known time of the detonation 15 to 20 minutes later. Each object possessed a flat bottom and a dome on top. No other features were visible. The UFOs were arranged in a horizontal triangle, with one object positioned in front toward the observer and the others in back to either side. The analogy Mr. M. used was 'like looking down a bowling alley at ten-pins.' The UFOs were shiny and reflected the early morning sunlight. No sound could be detected from that distance.

"The prime witness and another guard, who also saw the objects, turned to get the attention of the Corporal of the Guard. When the latter arrived, Mr. M. noticed an armada of other discs had joined the original trio. They were all arranged in about six groups of three stretched out in a horizontal row. Apparently, none of the three witnesses saw the huge formation arrive. Mr. M. remembers he had time to count a total of 18 discs.

"After perhaps '30 seconds to a minute' (total observation time), the entire UFO formation abruptly departed upward at an angle and vanished in seconds. The Corporal of the Guard said something like 'if we're smart, we won't say anything about this.' Mr. M. never heard any mention of the sighting again. No conventional aircraft appeared on the scene to pursue the UFOs since aircraft weren't permitted over the test area." (xx.)

(xx.) Ibid.

Interpretation of UFO formation as described by witness. (See drawing by Webb below)



#### Exercise "Desert Rock."

The only "official" hint of UFO activity during the Nevada A-tests is an indirect mention in Air Force BLUE BOOK files concerning "Exercise Desert Rock." On November 1, 1951, some 5,000 army troops participated in the world's first atomic maneuvers. The troops witnessed the explosion of an atomic device from a distance of about six miles.

On July 24, 1952, Captain Titus, Adjutant, Medical Group, 1404<sup>th</sup> Fighter Bomber Wing, Clovis AFB, New Mexico, observed two oval-shaped objects, giving off a reddish-orange glow, traveling at an estimated 500 miles per hour. The Wing Intelligence Officer, 2<sup>nd</sup> Lt. D.M. Sanders, forwarded Captain Titus' sighting with this opening line: "Unidentified flying objects similar to types reported seen over 'Operation Desert Rock' were observed by an officer of this Wing on 24 July 52..." (xx.)

(xx.) Sanders, 2<sup>nd</sup> Lt. D.M. *Air Intelligence Information Report*. DO#1 Westover AFB, Massachusetts. 1 August 52. Air Force BLUE BOOK files.

Late summer 1951 – May? 1952. Sea of Japan. (night hours)

Amazing radar returns.

The witness relating this experience was the Electronic Repair Officer aboard the *USS Essex*, an aircraft carrier operating in the nautical war zone off the east coast of Korea. (See also the Korean story told by C. Davis on page 40 of this monograph) Beginning in late summer 1951 when he first reported for duty, and continuing for the next nine months (approximately from August 1951 to about May 1952), the Repair Officer observed many unexplained targets picked up by the ship's radar. He said:

"During the night hours, the ship maintained a watch in CIC (Combat Information Center) for both enemy ships and planes. We had many unidentified aircraft contacts, but aircraft were always identified as planes because of their speed and altitude. Most of these contacts were finally identified by radio contact and usually turned out to be Air Force planes on missions.

"I did not stand watch in CIC as I was on call in case of equipment trouble, but was called to observe unidentifiable contacts on our air search radar. The CIC watch officers wanted verification that the contacts were not radar malfunctions.

"The radar contacts referred to were targets operating at altitudes and speeds greater than any known aircraft at that time. Target speeds were 3,000 mph and greater and altitudes were in excess of 75,000 feet. These contacts were consistent and were not false echoes as they were tracked throughout the range of our radar. These contacts were reported to the Navy in Washington and an interest was expressed and Polaroid scope cameras were sent to the ship and pictures taken of the target tracks on the scopes and sent back to Washington.

"These targets were seen many times and pictures were made. I was called on several times to observe and saw the pictures. I did not make the reports or sent in the pictures myself as I was not a CIC watch officer, but I do know that Lieutenant Robert Houston was very active in these reports. He was a personal friend and often called me in at night to observe." (xx.)

(xx.) Letter: To: Dr. J. Allen Hynek, Director, Center For UFO Studies. P.O. Box 11, Northfield, Ill. 60093. From: Name and address on file. Witness not sure if the information was classified so he wished to remain anonymous. A name of one of the CIC officers identified in the letter was also deleted. This CIC officer was the president of a bank when this letter was written. Date of letter: 25 June 75. CUFOS archives. Copy in author's files. (Personal note: I was stationed a year (1957) in Korea at a GCI radar site about 40 miles south of Seoul. One day I came across two civilian radar technicians calibrating our HRI set. The HRI radar is separate from the big search radar and measured the height of any target. The two "Tech Reps," as we called them, were very puzzled because the HRI was picking up some strange targets at altitudes of 90,000 -100,000 feet. -L.E. Gross)

8 November. Just east of Douglas, Arizona. (about 11:15 a.m.)



"Suspicious meteors."

At first glance, this sighting might be thought of as being due to some sort of missile test, however the city of Douglas is right on the U.S.-Mexico border. It is unlikely any missile test would be conducted in that vicinity when there was vast missile ranges available elsewhere in the U.S. Southwest. At this time quite a few "meteor" reports were being made in the region, but what this object could be is open to question. In a letter to Ed Sullivan's CSI group, a Mr. R.G. Clark wrote:

"At about 11:15 A.M. on November 8, 1951, I was riding in a roomette on the Southern Pacific's Sunset Limited, enroute from Los Angeles to New Orleans. At this hour my train was about 6 or 8 miles east of Douglas, Arizona, where I had boarded the train a few minutes previously.

"I chanced to look out the car window at the very second some exceedingly bright object hurtled through the sky, tracing a great arc toward the earth, and then quickly arising upward and disappearing. The visual course of the object lasted for not over 5 or 6 seconds, as it was travelling at very great speed.

"Its speed was so great that I could not discern its shape or size, but it left a trail that can best be described as shining like silver tinfoil. The whole thing left the impression of a great shimmering silver sword, first pointed toward the earth, and then pointed upward as it disappeared." (xx.)

(xx.) Letter: To: Mr. Ed J. Sullivan. P.O. Box 1971. Main Post Office, Los Angeles, Calif.  
From: R.G. Clark. 401-24<sup>th</sup> Street W Bradenton, Fla. 10 April 52. CUFOS archives.

November (no exact date) Jacksonville, Florida. (about 8:30 p.m.)

Another report of an airfield visit.

NICAP investigator Walter Webb spent an hour questioning a Mr. Knee. It was his impression Knee was credible. Here is Knee's sighting:

"He [Knee] believes it was in November of 1951 when he was stationed at Jacksonville, Florida, Naval Air Station. At around 8:30 p.m. he was among a group of about 18 men standing outside the chow hall that witnessed an unidentified white light in the sky. The UFO moved at high speed down the length of the airfield then made a sharp 90-degree turn. All the witnesses had to sign a statement not to discuss the sighting with anyone until three years after they left the service. Knee also picked up a rumor going around the base that an F9F jet took off in pursuit of the UFO and was never heard from again." (xx.)

(xx.) NICAP report form. Charles W. Knee, Jr. No address given. Date of report: 13 May 68. NICAP files. CUFOS archives.

13 November. "Unified Field Theory" project cancelled.

Of the two R&D projects suggested in the November 7, 1951, fiscal requirements document,



the "UFO general characteristics" study was given the go-ahead. Permission was granted to have a Mr. Mayer write up the project and recommend a research agency. The second proposal, the "Unified Field Theory" study, was: "...cancelled outright." (xx.)

(xx.) Cover Sheet. Summary: (Unclassified) "R&D Requirements Fiscal Year 1953." To: AFOIN-V ATTN: Colonel Adams. From: AFOIN-P/PL. 13 November 51.

No doubt the Unified Field Theory was proposed in such theoretical terms it was deemed impractical. This is not to say the study of atomic energy applicable to aircraft propulsion was not being seriously considered. In fact, the NEPA (Nuclear Energy for the Propulsion of Aircraft) project was established at Oak Ridge right after World War II, spearheaded by Carlton Ward, President of the Fairchild Engine and Airplane Corp. (See the monograph *UFOs: A History 1952 November-December. Appendix: The NEPA and UFOs*)

"Space and time."

As explained by Ruppelt in the unpublished part of his book on UFOs (Quoted earlier), the easiest utilization of nuclear power was as a crude heat source (NEPA's approach). The best use, however, would require the complete understanding, one assumes, of the fundamental laws of energy and matter. The Unified Field Theory seemed to promise that, but Einstein was still doing calculations. Ruppelt suggested that the containment, focus, and re-direction of radiation from nuclear reactions could produce an "energy beam." Authorities with whom he discussed this subject believed that UFOs may be powered by such an arrangement to produce the high performance being reported.

There is no indication such speculation was made by anyone in the 1950s, but if the "UFO pilots" could control matter and energy as suggested by the Unified Field Theory, perhaps "they" could also control "space and time," the other elements in the theory????

*The Thing.* (See movie advertisement on page 59)

In the 1951 sci-fi film *The Thing*, radioactivity played an important role as the motive power of the alien flying saucer. (This film was not conducive to public calm over UFO sightings.)

16 November. Burma. (no time)

"Green saucer?"

According to the *Malaysian UFO Bulletin*:

"A British pilot and his copilot on their flight to Bangkok from Rangoon yesterday [the 16<sup>th</sup>] saw a flying saucer which seemed to have sparks all round it. The pilot contacted Bangkok airfield thinking it was a rocket warning that they must delay landing but airfield officials denied having fired a signal. The plane was flying at 8800 feet when the green saucer appeared at 1300 feet." (xx.)

(xx.) Singapore *Straits Times*. 17 November 51.

# ELECTRIFYING!

WHERE DID IT COME FROM?  
HOW DID IT GET HERE?

## WHAT IS IT?

**HOWARD HAWKS'**  
production

# THE THING

*from another world!*

CAN  
SHE  
ESCAPE  
THE THING?



STARTS SUNDAY

★ **NATIONAL** ★

18 November. Minneapolis, Minnesota. (a little after 5:00 p.m.)

"Funny looking people with beards." More UFOs in Minnesota.

In 1951 W.H. Fairbrother was a P-51 pilot for the Minnesota National Guard. A career officer, Fairbrother rose in the ranks until he was promoted Brig. General in the 1960s and assigned to the Pentagon where he was appointed Assistant Executive to the Air Force Chief of Staff. He was cleared for information so highly classified no typists were allowed access. When he finished taking notes he: "...had to either personally burn the piece of paper or eat it." (xx.)

(xx.) "Brig. Gen. W.H. Fairbrother." *UFO Magazine*. Vol. 14 #2. February 1999. p.42.

When General Fairbrother was interviewed years later, he was asked about a UFO encounter he had on November 18, 1951, while flying near Minneapolis in his P-51. He couldn't deny it because another P-51 piloted by a Douglas Stewart was his wing mate at the time. The retired General was caught by surprise by the UFO question and was "slightly interested and amused" by the inquiry. Nothing much was learned. Fairbrother said the object was "non-descriptive and sort of pale." (xx.) Fairbrother did say that whatever it was, it was so fast it was out of

(xx.) Ibid.

sight before he and Stewart could turn their fighter planes to pursue. In fact, Stewart never actually saw the UFO.

The most mysterious thing Fairbrother related was something that happened later. In the evening of the same day the General paid a visit to the "local control center." (He probably meant the operations room of the local GCI radar site). He found out that UFO reports were coming in from other locations and other GCI sites in the region were reporting that their radar antennas had stopped, and then reversed their rotation! (I don't know if I can believe that part---L.E. Gross)

Fairbrother said he and Stewart filled out UFO report forms but regretted it afterward: "They just badgered us, coming back, again and again and again. Funny looking people with beards who wanted to ask us questions." (xx.) If they had beards, they must have been civilians.

(xx.) Ibid. p.43.

(Dr. Hynek would have qualified.)

Also a career officer, Douglas Stewart rose to the rank of Lt. Colonel. Questioned about the UFO incident he was somewhat evasive and expressed a belief Fairbrother had seen a "sheet of ice." Asked if the "ice sheet" was "flat and circular," the Colonel said it must have been but he did not want to pursue the matter. (xx.)

(xx.) Ibid.

24 November. Near Santa Barbara, California. (about 5:00 p.m.)

"Ball" with a fringe of smoke. (See letter to CSI Los Angeles on next page)

1951, November 24

109

443--28th St.  
Oakland, Calif.  
6 April, '52

57-11

Dear Mr. Sullivan:

I am glad that the Air Force and a magazine like Life can at last admit the reality of "things in the sky" and that an unprejudiced investigation has begun.

At about five o'clock on November 24th, <sup>1951</sup> my husband, Dr. Hewitt, and I were driving along the coast road immediately north of Santa Barbara when I saw what I took to be the planet Venus shining brightly over the sea. I was about to say that I had never seen the planet look so fiery and so close & large when I noticed that the lower edge of the "ball" had a fringe of smoke beneath it. The object had been quite motionless for the time of my watching it (about three minutes) But now it took off to the north east with an enormous trail of fire flying straight behind it. As its swift and purposeful progress was level it could not have been a meteor. It stood out brilliantly against a bank of light gray fog on the horizon. My husband and I must have seen this phenomenon for nearly five minutes, both stationary and in flight. Later, I asked my stepson, a Major in the Air Force, what he thought it might be. He said that it must have been a jet plane, and that perhaps I had imagined that it stood still in the sky! However, I was perfectly certain that its lack of motion had not been an illusion and brought up the subject again to him last week. Now his whole point of view has changed and he agrees with us that we saw some kind of mysterious "fire ball"!

I reported this incident to Frank Scully and thought you might also like a report of it. Others may have seen what we saw for its flight was so striking I do not see how any comparatively observant person could have missed it.

Yours very truly,

*Elizabeth Hewitt*  
(Mrs. L. E. Hewitt)



29 November. Madison (Madisonville), Indiana. (daytime)

Banked, dropped, turned. (See below)

From FATE Magazine, April-May, 1952 (Letter from Reader) - p. 116:

Shoals, Indiana - 29 November 1951

At sunset, three hunters, Walter E. McBride, Rt. 5, Shoals; Dale Horton, Rt. 5, Madison and James W. Joyce, Rt. 6, Madison, Ind., saw a disk-like object appear on the eastern horizon, white metallic color, but reflecting the sun's rays as it banked. It moved rapidly toward the three men a little to the south, leaving a small narrow V-trail, white in color.

As it came abreast of the observers it stopped for 2 seconds, then shot forward, but soon decelerated to normal speed. After it passed the observers it banked toward the south, on edge, dropped and turned north. Then it took an east to west course, and observers had a good look at the top. It banked three times, dropping a little each time, changing its heading each time more to the north. When it disappeared from sight, after 2 1/2 to 3 minutes, it was headed approx. due NW.

"Each time it banked we had a view of the top side, and each time it banked it seemed to cut off fuel until it had changed course, then it would shoot forward as though fired out of a gun for a little space that always left a gap in the V-trail. When it turned on edge to bank, the sun hit the top side and reflection showed it to be some white metal. . . . We never took our eyes off it. . . . Not a particle of noise, not even any air moving, and no car in hearing. I judge it was 2,000 to 2,500 feet up," (McBride) reported.

Note by TB: This ref. was abstracted from ILD's card file.

CSI/NIOAP files

From Anatomy of a Phenomenon, by Jacques Vallee - p. 59:

Madisonville, Indiana - 29 November 1951

At sunset, close to Highway #5 at Madisonville, Indiana, three duck hunters saw in the sky an object which left a vapor trail; it came lower and stopped just above them. One of the men took his gun and raised it, but the UFO allegedly left at high speed, then turned on one side, and they could see it was disk-shaped and streamlined. It came lower, as if it were going to land, but did not; instead, it took off again. In the setting sun it looked like a white metallic object.

\*Note by TB: If there is any Madisonville, Indiana, I cannot locate it in an gazetteer that I have. EM A request to the Madison, Ind., public library, elicited this reply in mid-Feb. 1972, from Lib. Mildred Scott: "Issues of the Madison Courier for the week following Nov. 29, 1951, contain no reference to a UFO sighting." She suggested I try writing to the Shoals News, a weekly paper. Shoals is 80 miles west of Madison.



28 November. Alexandria, Virginia. (Near the Pentagon?) (7:10 p.m.)

Odd looking craft.

The Air Force's Office of Special Investigations sent the following message:

"HQ B046  
 TMX 021  
 EMERGENCY JEPHQ JWPOW JEDEN JEPBI 444  
 DE JEPFF 9  
 FM FLT SVC CENTER OLMSTED AFB PA  
 TO JEPHQ/OFF SEC DEFENSE WASH DC  
 JEPHQ/AIR INTELLIGENCE OFFICER WASH DC  
 JWPOW/LOWRY FLT SVC CENTER COLO  
 JEDEN/HQ ADC ENT AFB COLO  
 JEPPI/AF BASE COMDR BOLLING AFB WASH DC  
 CIRVIS AT APPROX 1910E TWO PILOTS ON LOCAL OUT OF  
 BOLLING OBSERVED AN ODD LOOKING ACFT CIRCLING  
 AND HOVERING OVER ALEXANDRIA VIRGINIA BETWEEN  
 1000 AND 6000 FT THE ACFT HAD THE ABILITY TO GO  
 STRAIGHT UP OR STRAIGHT DOWN OR IT COULD HOVER  
 IT WAS ODD SHAPED AND IT GLOWED MAKING IT VERY  
 VISIBLE PILOT WHO SAW ACFT WAS CAPT HERSBERGER  
 DEC JEPFF  
 THIS MSG HAS ALSO BEEN PROTECTED [?] TO SEC OF  
 DEFENSE  
 ACTION: OIN  
 INFO: ARMY, NAVY, CIA, JCS, AFSA.  
 (28 DEC 51) (xx.)

(xx.) Air Force BLUE BOOK files. OSI Records. 28 December 51.

Fireballs in the Southwest.

The editor of the New York UFO publication *The Saucer Review*, E. Rockmore, felt compelled to speak out about the recent fireball activity:

"One point I want to make is the extremely limited area of the first 8 reports, over the southwest USA. . This area represents only the smallest percent of the Earth's surface, and if these were meteors, they were extremely selective in reaching only this area. For an idea of this small area, place a small globe of the Earth 10 feet away, and try to pick out the states of New Mexico, Arizona, and Nevada. It is a very small target at this distance, and when it is considered that meteors may travel millions of miles before reaching this tiny area, on a small 8,000 mile diameter planet, the idea becomes fantastic. Adding to this is the fact the Earth is travelling around the Sun at 1,000 miles a minute and since each fireball came hours or days after the last one, each would need a totally different

trajectory to strike this New Mexico area. The entire idea is very strained." (xx.)

(xx.) *The Saucer Review* #3. "Rewrite of saucer reports 43 to 84 (Covering Nov 1 to Dec 31 1951." Published by E. Rockmore, P.O. Box 148, Wall Street, N.Y. 5, N.Y.  
Fireball Analysis. p.4.

"Pilot lights of the Apocalypse." (See clipping below)

## Mysterious Green Fireballs of 1951 Probably Were Meteors, Dr. LaPaz Says

Those mysterious green fireballs probably are meteors, Dr. Lincoln LaPaz of the University of New Mexico, said Tuesday.

The meteor expert answered many of the questions which naturally arise over the 1951 phenomena in a New Year's statement terming it "a remarkable fireball year."

In brief, he said:

The green fireballs of last year probably were meteors, although it is not impossible in the present "Buck Rogers' era" that they were either United States or foreign guided missiles.

No trace of a green fireball has ever been found.

Data which the Institute of Meteoritics at UNM has collected is available at all times to military or other government agencies. No specific queries were reported.

Green fireballs differ from "conventional" ones in that the former have been reported as soundless.

Dr. LaPaz' statement listed six large conventional meteors and 14 green fireballs as observed from the United States during 1951.

The conventional meteor which fell March 6 near Point of Rocks in Southeast New Mexico had the distinction of being painted by a nationally-known artist, and of being accurately traced by observation through the grill provided by a baseball backstop.

Peter Hurd watched the meteor from Sentinel Ranch at San Patricio in Southeast New Mexico and presented a painting of it to the Institute of Meteoritics. Dr. LaPaz said the observation was highly prized because it was benefited by an artist's perception of color.

George Petrol, university baseball coach, was able to chart the meteor's course accurately from reference points on a baseball backstop.

July 7 "hundreds of thousands" witnessed a conventional fireball pass over Detroit. Many persons

who remembered Dr. La Paz work at Ohio State University, sent him reports on it. The institute turned its data over to Dr. Peter Millmann, Canadian astronomer, after it was determined the meteor fell in Ontario.

July 28 and again Aug. 30 large detonating fireballs were observed over Iowa. They are under investigation by Dr. C. C. Wylie, head of Iowa University's astronomy department and research associate with the institute.

On Nov. 7 a large detonating fireball fell near Norman, Okla. On Nov. 8 another fell near Cloverdale in the extreme southwest corner of New Mexico. Oscar P. Monning, president of Texas observers, is conducting the ground search for the first. Three institute expeditions which have had to buck bad weather and scarcely-populated country have looked for the Cloverdale meteor.

The conventional meteorites were "big enough to blind a person by light and make a lot of noise. In sharp contrast to these kind are the very bright green fireballs which appeared in such amazing numbers in October and November," Dr. La Paz said.

Green fireballs caused considerable stir when they were sighted Oct. 6, 22, 26, 28, Nov. 2, 3, 4, 5, 6, 7, 8, 10, 11 (two), 19 and 20.

Dr. LaPaz commented: "Three possible explanations . . . come to mind at once. First, they may be simply an unconventional kind of fireball. Second, they may be guided missiles undergoing tests in the area which they are designed to defend. Third, they may be guided missiles of foreign origin."

"My conclusions: Since calculations carried out at the institute . . . have shown that three of the largest green fireballs observed in November had paths in the sky conforming to the radiant area of the Bielid Meteor Shower, which put on a feeble reappearance during the first part of No-

vember, I personally favor the first explanation.

"I still think these things must be some sort of unconventional kind of meteor fireballs, although it is hard to imagine objects more dissimilar in appearance and characteristics than the typical insignificant Bielid meteors. It's about like howitzer projectiles beside BBs.

"The other two explanations should not be cast aside lightly in the Buck Rogers era which mankind has entered . . . not even in case continuing investigation discloses that all the green fireballs conformed to the Bielid Radiant.

"The heuristic play, 'pilot lights of the Apocalypse,' written for Fortune by the noted nuclear physicist Louis Ridenour pointed out that tests of guided missiles . . . probably would be designed to give the impression that the missiles probably would be designed to give the impression that emanated from known meteoric radiants in order to cloud the issue

"The fact that the military intelligence expert, Col. C. H. Lanza, went on record in the 'Field Artillery Journal' with observations of green fireballs traversing the skies above the Baltic and Sweden as long ago as 1946 and mentions the possible explanation of them as being test firings by the Russians of guided missiles . . . should not be overlooked . . .

"Very careful research has failed to result in recovery of a green fireball. We have been swamped with testing materials. None was meteoric nor metallic no None was meteoric nor metallic nor could be connected with a military weapon of any kind."

ALBUQUERQUE, N. M.

ALBUQUERQUE  
JOURNAL

12/30/51

SECRET

SECURITY  
INFORMATION

HISTORY  
AIR TECHNICAL INTELLIGENCE CENTER

1 JUNE 1951 - 31 DECEMBER 1951

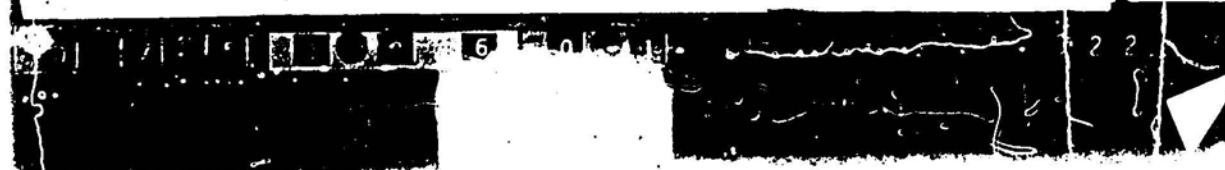
AIR TECHNICAL INTELLIGENCE CENTER  
WRIGHT-PATTERSON AIR FORCE BASE  
DAYTON, OHIO

S-AF5HO-114

5-1462-3

SECRET

Copy No. 12  
T52-4570



## INDEX

### A

Adams, Col. William. p.47.  
Adamski, George. p.49.  
Aero Club of New England. pp.4,7.  
Air Defense Command, ENT AFB,  
Colorado Springs, Colorado. pp.31, 50-  
51.  
Air Force Cambridge Research Laboratory. p.4.  
Alamogordo, NM. p.12.  
Albert, Lt.? p.4.  
Alexandria, VA. p.63.  
Amarillo, TX. p.36.  
Atmospheric Composition Branch of the  
Geophysical Division. p.16.  
Atomic Energy Commission. p.54.  
Argentina, Newfoundland, Canada. p.12.  
*Aviation Week*. p.24.

### B

Ballintuin Village, Scotland. pp.30-31.  
Battelle Institute. p.23.  
Bethune, Graham. pp.12,22.  
Bielid Meteor Shower. p.64.  
"Bigger BLUE BOOK plan." p.50.  
Black, Capt. L.L. p.31.  
Bloom, G.L. p.49.  
"Bonotaux, Mr. and Mrs. Leon. pp.32-33.  
"Brewster," Mr. ? p.46.  
Broaklec, Albert. p.38.  
Bryant, Vincent. pp.53-54.  
Burma. p.58.  
Burton, John. p.13.

### C

Cabell, Maj. Gen. C.P. pp.18,20,44,  
50.  
Canadian Aerial Phenomena Research  
Organization. p.28.  
Chalmette, LA. pp.30-31.  
Civilian Saucer Investigations. p.49.  
Clark, R.G. p.57.  
Cleveland, OH. p.39.  
Cocker, Capt. J.E. pp.12,16.

Considine, Bob. p.3.  
*Cosmopolitan*. p.3.  
Cremer, P.H. p.52.  
Cribb, Heartill. p.36.  
Cummings, Lt. Jerry. pp.41-46.

### D

#### Dates:

1946. p.64.  
1947. pp.14-15.  
August 1949. p.21.  
14 October 49. p.49.  
17 October 49. p.49.  
21 October 49. p.49.  
1950. p.3.  
August 1950. p.8.  
October 1950. p.21.  
15 October 50. p.50.  
22 October 50. p.50.  
1 December 50. p.5.  
1951. p.19.  
1 January 51. p.1.  
5 January 51. pp.4-5.  
20 January 51. pp.4,6.  
23 January 51. p.4.  
24 January 51. p.5.  
25 January 51. p.9.  
27 January 51. p.9.  
29 January 51. p.7.  
2 February 51. p.9.  
8 February 51. p.18.  
10 February 51. p.12.  
13 February 51. p.12.  
15 February 51. p.12.  
16 February 51. p.18.  
24 February 51. p.16.  
2 March 51. p.19.  
12 March 51. p.19.  
17 March 51. p.18.  
4 April 50. p.7.  
23 April 51. p.20.  
May 1951. p.22.  
Summer 1951. pp.24-25,30.  
June 1951. pp.20,22,24.  
July 1951. p.28.  
3 July 51. p.31.



6 July 51. p.32.  
 7 July 51. p.64.  
 8 July 51. p.31.  
 26 July 51. p.31.  
 28 July 51. p.64.  
 Late Summer 1951. pp.39,56.  
 August 1951. p.37.  
 5 August 51. p.32.  
 15 August 51. p.34.  
 27 August 51. p.38.  
 30 August 51. p.64.  
 31 August 51. p.41.  
 Fall 1951. p.39.  
 October 1951. p.41.  
 6 October 51. p.64.  
 10 October 51. p.51.  
 11 October 51. p.51.  
 16 October 51. p.52.  
 22 October 51. pp.52,54,64.  
 26 October 51. p.64.  
 28 October 51. pp.54,64.  
 30 October 51. p.54.  
 1 November 51. p.55.  
 2 November 51. p.64.  
 3 November 51. p.64.  
 4 November 51. p.64.  
 5 November 51. p.64.  
 6 November 51. p.64.  
 7 November 51. pp.57,64.  
 8 November 51. pp.56-57,64.  
 10 November 51. p.64.  
 11 November 51. p.64.  
 16 November 51. p.58.  
 18 November 51. p.60.  
 19 November 51. p.64.  
 20 November 51. p.64.  
 24 November 51. pp.60-61.  
 28 November 51. p.63.  
 29 November 51. p.62.  
 12 December 51. p.55.  
 31 December 51. p.24.  
 May? 1952. p.56.  
 24 July 52. p.55.  
 March 1953. p.50.  
 Fall 1954. p.48.  
 14 January 55. p.42.  
 21 August 55. p.30.  
 Davis, C. p.56.

Davis, M.C. p.40.  
 Detroit, MI. p.64.  
 Deyarmond, Al. p.44.  
 DeYoung, Walter. pp.26-27.  
 "Desert Rock," Exercise. p.55.  
 "Desert Rock," Operation. p.55.  
 Dotson, John. p.39.  
 Douglas, Arizona. pp.56-57.  
 Ducker, Dr. W.L. pp.34-35,37.  
 Dunn, Col. Frank. pp.43,46.

## E

Eddington, ME. p.39.  
 Einstein, Albert. pp.46-8,58.  
 Elterman, Dr. Louis. p.4.  
 Eueleth, MI. pp.25,28.

## F

Fairbrother, Gen. W.H. p.60.  
 Fairchild Engine and Airplane Corp. p.58.  
 Fawcett, George. p.32.  
*Field Artillery Journal*. p.64.  
 Fieling, Col. Bruno. p.42.  
 Finletter, Air Force Secretary Thomas K. p.7.  
 Ft. Monmouth, NJ. pp.42,46.

## G

General Mills Company. pp.50-51.  
 George, E.F. p.34.  
 Georgia. p.19.  
 Glover, Col. ? p.50.  
 Glumack, Mr. ? p.28.  
 Goose Bay, Labrador, Canada. pp.13,17.  
 "Green," Mr. ? p.39.  
 Greenland. p.12.  
 Greenville, IL. p.38.  
 GRUDGE, project. pp.21,41-42,44-45,50,53.

## H

Hardin, Wesley. p.24.  
 Hart, Carl. pp.34-35,37.

Hastings, MN. p.52.  
H-Bomb. p.50.  
Holloman AFB, NM. pp.4,12.  
Hooper, Mr. ? p.39.  
Hopkinsville, KY. pp.30-31.  
Horton, Dale. p.62.  
Houston, Robert. p.56.  
Hersberger, Capt. ? p.63.  
Hewitt, Mrs. L.E. p.61.  
Huntsville, AL. p.1.  
Hurd, Peter. p.64.  
Hynek, Dr. J. Allen. pp.34-35,60.

## I

Iceland. p.10.

## J

Jacksonville, FL. p.57.  
James, Capt. Roy. pp.42,54.  
Jewett, F.B. p.51.  
Johnson, Mr. ? p.46.  
Jones, Lt. Albert. pp.10,12.  
Joyce, James. p.62.

## K

Kaliszewski, J. p.51.  
Keenan, Millard. p.6.  
Keflavik, Iceland. pp.12.  
Keyhoe, Donald. pp.3-4,51,  
Kingdon, Lt. Fred. pp.10,12.  
Kirtland, Col. S.H. p.49.  
Klass, Phil. p.24.  
Knee, Charles. p.57.  
Korea. pp.20,39.

## L

Land-Air. p.4.  
Lanza, Col. C.H. p.64.  
La Paz, Dr. Lincoln. p.64.  
Las Vegas, NV. p.9.  
Lee, A.Y. p.30.  
Leland, Col. E.S. p.47.  
Liddle, Dr. Urner. pp.12,15,24.  
*Life*. pp.37,52.

Lockheed Overseas, Inc. p.10.  
Los Alamos, NM. p.16.  
Los Angeles, CA. p.49.  
"Lubbock Lights." pp.34-37.  
Lynchburg, VA. p.32.

## M

"M," Mr. p.54.  
Madison, Harvey. pp.34-35.  
Madison (Madisonville?), IN. p.62.  
Manning, Robert. p.22.  
Mariana, Nick. p.3.  
Mascoli, Jerry. p.52.  
Matador, TX. p.41.  
Maura (Moira) Lake, Canada. pp.28-29.  
Maxfield, J.P. p.49.  
Mayer, Mr. ? p.58.  
McBride, Walter. p.62.  
McDonald, Dr. James. pp.3,37,41,50-51,53-54.  
Millmann, Dr. Peter. p.64.  
Minneapolis, MN. pp.51,60.  
Mirarchi, Dr. Anthony. pp.16-18.  
Menzel, Donald. p.36.  
Meyer, Lt. John. p.12.  
Monnig, Oscar. p.64.  
Moore, Charles B. p.51.  
Mountain Home AFB, Boise, Idaho. pp.25-27.

## N

NATO. p.10.  
Naval Electronic Laboratory, Pasadena, CA. p.49.  
Nellis AFB, Las Vegas, NV. pp.9,11,54.  
NEPA (Nuclear Energy for the Propulsion of Aircraft) p.58.  
*News*. Shoals, IN. p.62.  
Norman, OK. p.64.  
North Truro, MA. p.53.  
Nouasseur AFB, French Morocco. p.19.

## O

Oak Grove, LA. p.1.  
Oakley-Hill, C. David. p.30.  
Oak Ridge, TN. pp.4-5,58.  
Oberg, A.G. p.34.  
Office of Naval Research. pp.14-15,  
24.  
Ohio State University. p.64.  
*Operation Buster-Jangle*. p.54.  
Orlando, FL. p.37.

## P

Pacoima, CA. pp.32-33.  
*Pageant*. p.22.  
Palomar Observatory, Mt. Wilson,  
CA. p.49.  
*Patriot Ledger*. Quincy, ME. p.16.  
Petrall, George. p.64.  
"Pilot Lights of the Apocalypse." p.  
64.  
Porter, Col. ? p.45.  
Port Lyautey, Morocco. p.12.  
Pratt & Whitney Aircraft. p.48.

## Q

Quonset Point, RI. pp.24-25.

## R

Rand Corporation. p.19.  
Rand Satellite Reconnaissance  
Vehicle. p.18.  
Republic Aviation. pp.46-47.  
Ridenour, Louis. p.64.  
Robinson, W.I. p.34.  
Rockmore, E. p.63.  
Rogers, Jim. pp.42-45.  
Rosengarten, Lt. Col. Nathan. p.  
42-44,46.  
Rosenthal, Al. p.37.  
Ruppelt, E.J. pp.35-37,46,48-49.  
Russia. pp.16-19,31,64.

## S

SAC. p.19.  
Sandy Hook, NJ. p.44.

San Patricio, NM. p.64.  
Santa Barbara, CA. pp.60-61.  
Santos, Gen. Alcebiades. p.9.  
Schriever, Col. B.A. p.18.  
Scully, Frank. p.22.  
Sea of Japan. p.56.  
Sheehan, Merlyn. p.18.  
Sibley, Robert. p.7.  
Signal Corps. p.43.  
Sioux City, IA. pp.4,6.  
Skylook Balloon. pp.14,51.  
Slayton, Capt. D.K. p.52.  
Smith, J. pp.28-29.  
Sowell, Katie. p.1.  
Special Report #14. p.46.  
Spiller, Betty. p.37.  
Spradley, Capt. E.W. pp.12,16.  
Stenhoff, Mark. p.30.  
Stewart, Douglas Lt. Col. p.60.  
STORK, project. p.23.  
St. Paul, MN. p.52.

## T

*The Leader*. Vandalia, IL. p.38.  
*The Saucer Review*. p.23.  
*The Thing*. pp.58,59.  
Third Army. pp.4-5.  
Thompson, G.L. pp.28-29.  
*Time*. p.37.  
Tijuca, Brazil. p.9.  
Titus, Capt. ? p.55.  
TWINKLE, project. p.16.

## U

UFO museum, Roswell NM. p.32.  
"Unified Field Theory." pp.46,48,  
58.  
U.S. nuclear arsenal. pp.49-50.  
*USS Essex*. p.56.

## V

Vandalia, IL. p.38.  
Virginia, MN. pp.25,28.

## W

Ward, Carlton. p.58.  
Waterbury, CT. p.52.  
Watson, Col. H.E. pp.3-4,16,18,20,  
23,31,41-42,44-46,50.  
Webb, Walter. pp.54,57.  
Welch, Col. C.H. p.3.  
Williams, John. p.6.  
Williams, Ray. p.38.  
Willis, Lt. Col. M.D. p.8.  
Wood, Robert. p.24.  
Wylie, Dr. C.C. p.64.

Y

Yucca Flat, NV. p.54.

X

Y

Yucca Flat, NV. p.54.

Z

Zuckert, Assistant Secretary of the  
Air Force. p.51.