



Vehicle Internal Systems Investigative Team

SUBJECT/PURPOSE	CASH/LANZERUM CR450	DATE OF TELECON TR/CONF.
R. NIGHTROW CALLED J. SCHLOSSER		
DISCUSSION/COMMENTS (INFO.OBTAINED, CONCLUSIONS)		
<p>1. Richard compared the Cash and Gates burns, suggesting they were a chronic inflammatory reaction that lasts a long period of time. They would be caused by an exposure to a chemical substance rather than radiation (Doesn't explain why Gates had only a ♦ mark on chest & no facial or arm damage).</p> <p>2. Suggested it could be exhaust products from an advanced aircraft exhaust.</p>		
ACTION REQUIRED		
<p>Richard will focus his efforts on chemical rather than radiation to explain future cases.</p>		
PREPARED BY	DATE	
	7/5/81	

RAMADA INN, I-10 EAST

VISIT

Vehicle Internal Systems Investigative Team

JECT/PURPOSE	Cash/Landrum Case	DATE OF TELETYPE/ CONF.
	Bill Sheard and John Schaeffer met with Betty Cash & Vickie Landrum	8/23/81

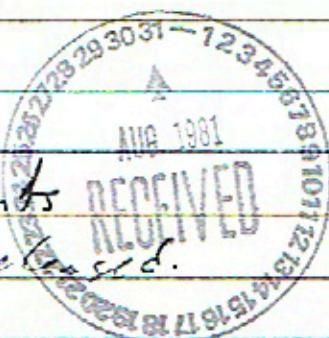
DISCUSSION/COMMENTS (INFO OBTAINED, CONCLUSIONS)

Vickie & Betty described their visit on 8/17/81 to Bergstrom AFB at Austin, Tx to see the legal people preparatory to filing a claim against the U.S. Government. Bill agreed to help them with the papers. He told them not be in a hurry. We will put together a file with all the facts before submittal.

Vickie's eyes are worse. Her left eye was the best, now has very diminished vision. Can only see a little bit. She will see Dr. Chandler and another specialist on Tues 8/25/81. She will give them a release form so we can get copies of the records.

ON REQUIRED

Bethy & Vickie to get signed statements
Vickie to get med. records on eyes released.



SIGNED BY J. F. Schaeffer DATE 8/23/81

RADIOLOGY CONSULTANTS

of Madison, S.C.
329 W. Washington Ave
Madison, WI 53703

April 29, 1981.

David Atwell, M.D.
John Juhl, M.D.
Jerald Pietan, M.D.
Peter Rank, M.D.
Dennis Steffen, M.D.
William Weskow, M.D.

for Jim [unclear]

Mr. John Schuessler
P.O. Box 58485
Houston, Texas 77058

Dear John:

Thank you much for this latest in medical information. For the past several days I have been reviewing it, as well as all previous information, and hasten to give you a complete summary report of this study, as well as other events to date.

1. I have indeed talked to Dr. Shenoy in depth. The copies sent to you merely skims the surface. As I mentioned to you previously, he seems unwilling to come through with any conclusion as to Betty's injuries as a direct result of a UFO, but admits this is based upon his ignorance of UFOs. He has another doctor friend who is currently educating him on the UFO problem and its significance. He has also offered to see Betty Cash for the purpose of evaluating her injuries. To date no government investigators or individuals representing themselves as from the government have surfaced to discuss this case with him. He asked me what he should do about national publicity and I recommended he stay strictly away from it. To this suggestion he readily consented, with a visible sigh of relief. It was apparent to me that he has no desire to get involved in the UFO aspects of this situation.
2. A representative of Allen Landsberg Productions called me last week for the purpose of obtaining my agreement to be interviewed for national television with regard to this incident. I volunteered my wholehearted cooperation for background only. Specifically not for attribution and certainly not for quotation. My caller was recognizably disappointed in my reluctance to have national publicity. I also referred him to Allen Hendry for the purpose of obtaining additional information. He was also advised that Betty has sought additional medical care at University Hospitals, which I believe Allen told me was located in Birmingham.
3. To date Betty has been worked up remarkably well. There have been no systemic signs of radiation injury. She has obtained the necessary dermatology and ophthalmology consults, and has had a complete physical examination.

Nonoperative investigative procedures have shown no serious abnormality and that includes all of her x-rays as well as her blood test.

4. I doubt the diagnosis of alopecia areata on many grounds. I will list these considerations:

- A. Both women sustained some evidence of scalp damage including hair loss.
 - B. Betty had simultaneous loss of nails on the second through fifth digit of the right hand.
 - C. The pathology report describes lymphocytes in the specimen, loosely arranged around superficially placed immature hair follicles. The hallmark of alopecia areata is not lymphocytes but mononuclear cells. Note that the biopsy was taken approximately four weeks after the original incident so that any acute white cells, specifically the polymorphonuclear cells may at that time already be gone.
 - D. Her entire skin - scalp infliction began as cellulitis with considerable tenderness and erythema and responded to antibiotics. This is not a feature of alopecia areata.
 - E. The patient's history seems very reliable. She relates the onset of her hair difficulties to the development of red inflamed tissue, in turn directly related to UFO exposure. This is also not a history of alopecia areata.
 - F. The biopsy specimen describes the dissolution of intracellular bridges. This is not a feature of alopecia areata, but may be a feature of ionizing radiation.
5. In regard to ionizing radiation, Betty and Vicki could have been exposed to alpha particles, beta particles, or gamma rays (including x-rays). I doubt alpha particles because while their linear energy transfer is quite high, they can be stopped in their forward travel by something as flimsy as a piece of paper. When they do attack the skin their injury is limited to the most superficial keratinized layers of the skin. I also doubt beta particles for those same reasons, they could be stopped by a barrier as thin as the glass in an Erlenmeyer flask. Again only the superficial layers of the epidermis would be affected by beta particles. We are therefore left with more penetrating gamma rays, which could penetrate not only to the subcutaneous layer but also throughout the body. By way of further elaboration, a neutron beam could also cause serious deep penetration. The hair loss in penetrating radiation occurs quite early. A dose of approximately 200 R to the skin is necessary for transient hair loss. Above 800 R hair loss is permanent. The growth of nails is disturbed in radiation exposure for the same reason that growth of hair is, which is that the germinal cells forming both hair and nails are affected by approximately equal doses.

6. Whatever kind of radiation Betty and Vicki were exposed to, it was more penetrating than the most superficial types, but still did not penetrate sufficiently to cause systemic signs and symptoms. It seems therefore safe to conclude, at this time, that Betty and Vicki sustained radiation damage which was confined to the skin and the immediate subcutaneous area.
7. Whether this radiation damage was indeed due to ionizing radiation is at this point unclear. Other possibilities include infra-red, ultraviolet, and microwave radiation. I know of no way that we will be able to establish anything further as to the type of radiation or dose. The conclusion I can make so far is that radiation damage occurred, type unknown, probably limited in severity, without evidence of systemic involvement.
8. I would recommend that both Vicki and Betty be contacted for further follow-up care. Probably the best way to obtain this care would be to select a single internist in your area who would agree to give complete physical examinations to both Vicki and Betty, see them for follow-up from time to time, and be looking specifically for the sequelae of radiation damage in the follow-up visits. It would be necessary to leave up to the internist what kind of consultants to obtain as the months progress. For example, it may be necessary to go back to have a follow-up dermatology consult or certainly a follow-up ophthalmology consult.
9. The Fund for UFO Research will help in these medical expenses. The executive committee of the Fund is authorized to disperse funds up to \$1,000 without full board approval. I have talked to both Dick Hall and Bruce Maccabbe and they have given their agreement in principle to using some of the Fund's resources for this purpose.
10. I have suggested to Allen Landsberg Productions that they establish their sincerity by putting some money up (confidentially if necessary) for the follow-up medical care of Vicki and Betty, and Colby if necessary.
11. It would be possible for me to make arrangements for you to see an internist in Texas, specifically at the Scott White Clinic in Temple, Texas. My understanding is Temple, Texas is approximately 140 miles from Houston. I further think that I can obtain some kind of financial break on the medical care. This distance may however be too inconvenient and it may be necessary to make arrangements in the Houston area. I would suggest an internist other than Dr. Shenoy, based upon Dr. Shenoy's general interest in Cardiology rather than general internal medicine, and also based upon his extreme skittishness with regard to the UFO situation. If this plan is followed through, it would be necessary to discuss with the internist in advance that the medical information, with appropriate medical releases, would be made available to you, and the Fund for UFO Research. His anonymity could certainly be protected.
12. In the process of follow-up of the medical aspects of these women, special attention must be paid to both the skin, the eyes, as well as general signs and symptoms of systemic damage. I doubt that the latter will develop. The skin should be surveyed for evidence of scarring,

atrophy, telangiectasias, pigmentation, loss of pigmentation, and local pain. All of these can be the result of radiation injury. Both women have had eye examinations and on the basis of these their vision is generally satisfactory. There is an early incipient cataract in the right eye of Vicki Landrum. No doubt this is a pre-existing condition. If not, it certainly should develop very rapidly in the next months or years.

13. I talked with Allen Hendry at some length. He has raised the issue that this entire incident may be the inadvertent visualization of a military electronic countermeasure operation, employing a VTOL aircraft as a drone and the reported 23 helicopters as search and localize vehicles. I can't comment on that except to say that alters the situation considerably for if these women have sustained any permanent injury, it then becomes the matter of litigation against the U.S. government. No comment.
14. Allen also advised me that Betty was seeking additional help at the University Hospitals, Birmingham, Alabama. I do not know what her chief complaint was nor the outcome of same.
15. Please note that the eyelashes have been spared in both of these individuals. Both alopecia areata and radiation injury would tend to spare the eyebrows.
16. There is no direct evidence, either by history or physical examination, of electrical burns.
17. Allen Hendry also raised the possibility of microwave radiation. I am not very familiar with it. The medical information on it has not been worked out, or if it has it is not generally in the public domain. Microwave injury is generally both superficial and deep and can be responsible for considerable long-term sequelae. There was a two-part series in the New Yorker magazine several years ago which was primarily anecdotal. It suggested that military individuals exposed to radar installations suffered long-term sequelae, including cataracts, loss of hair, cancer, impotence and other damage. Because I have no opinion as to whether microwave injury was involved (although it certainly could be especially based upon the heating of the automobile during the incident) I cannot make a statement. This is a further reason to hedge my opinion by recommending further follow-up care.
18. I have sought out additional pathological opinion here in the Madison area. My expert has advised me that under the microscope alopecia areata is a specific diagnosis, rather than a wastebasket diagnosis. All the more reason to doubt the diagnosis of the pathologist down there in Houston. (Please for God's sake, don't quote me on this.)
19. I am protecting the information you have provided me very carefully, so please be reassured on that.
20. To date, I have not been contacted by anyone other than Allen Landsberg Productions, outside our immediate circle of UFO investigators. If

ever I am, I will contact you and Dick Hall immediately. If you are contacted, please let me know.

21. I think it is important to assure Betty that on the basis of the medical information you have provided me, that there are no signs of serious injury to date. You may also reassure Vicki that her cataract was probably a pre-existing condition and not necessarily related to her incident.
22. Both Betty and Vicki would be better served by having medical examinations in the area by qualified consultants, rather than by personal physical examination by me.

That's it to date. I stand ready to help you in any way I can on this incident; so please feel free to call me.

There are features of this reminiscence of the ITAIPU incident in Brazil, which for all it's lack of documentation, still continues to fascinate me these several decades later.

I hope this helps. Please feel free to write or call.

All best,
Peter Rank

Peter Rank, M.D.
Director, Department of Radiology



CENTER FOR UFO STUDIES 902 HEMINGWAY RD., STONE MOUNTAIN, GA 30088

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for Fund Use Only

A PRELIMINARY REPORT ON THE CASH/LANDRUM NEW CANEY CEII CASE

by Allan Hendry for the Fund for UFO Research

- * Betty Cash
- * The Automobile
- * Vicki Landrum
- * Additional Witnesses
- * Medical Follow-up
- * The Microwave Hypothesis
- * Attempt to Confirm Helicopters



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NOTES ON AN INTERVIEW WITH BETTY CASH

On the evening of April 2, I spoke with Betty Cash at her parents' home at 209 48 Street, Fairfield, Alabama (205-785-2752). The phone call lasted about 40 minutes. In that time, she recounted essentially the same story she had told John Schuessler, with one odd discrepancy. I found her to be a pleasant and cooperative witness.

Betty Cash, 52, was running a truck stop restaurant/grocery store (night shift) until this incident took place. Now, she is convalescing at her mother's. Her UFO background before December, 1980: "I never did believe in UFO's. In fact, I hadn't even heard of one in years. The first one I heard about, I laughed and I thought, 'Oh, well, they're having hallucinations,' you know. I'll be the last one to laugh any more." Indeed, she was "afraid" to go to the hospital afterwards, for fear that she would be dismissed as "crazy".

The incident happened around 9-9:15 PM on December 29, 1980. Betty was driving her 1980 Oldsmobile Cutlass Supreme in the company of neighbor Vicki Landrum, 57, and her grandson Colby, 7. They were en route to Huffman from New Caney, Texas on the "Farm Market" road (148F) that connects the two, closer to New Caney. This is a rural road lined with pine trees and some oak trees which John Schuessler notes is in bad condition. Though Huffman is south of New Caney, both women thought they were headed "east" at this point (check the detailed maps to be submitted by Schuessler). The whole sky seemed bright ahead of them, somewhat to their right. Then the witnesses became aware that a vertically oblong form was suspended over the road. The discrepancy in the story as presented to me (vs. to John Schuessler) occurs here, pertaining to the reason the car came to a stop. Cash has been telling others that she stopped the car rather than attempt to drive under the flames being emitted down toward the ground from the blindingly luminous form. Inquiring about the "roughness" noted in her car's performance after the event, as noted to Schuessler, I was surprised at her new portrayal as follows:

Hendry: "... Did the car start acting rough from that moment on?"

Cash: "Yes, it sure did."

Hendry: "From that moment on?"

Cash: "It sure did. It killed the motor in the car!"

Hendry: "It killed the motor?"

Cash: "Yes!"

Hendry: "So, when you stopped the car, you had the motor running?"

Cash: "Yes."



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Hendry: "But you, yourself, didn't shut it off?"

Cash: "No."

Hendry: "The motor just stalled out there at the time."

Cash: "It just quit on its own, and that's what... one of those things that shook me up. I was beginning to wonder, 'what if we can't get out of here? Then what do we do?'"

Hendry: "But at what point did you try starting up the car? After it (the UFO) had started rising up?"

Cash: "After that thing had started getting out of the way."

Interviewed separately, Vicky Landrum recalled Betty restarting the car, but was unaware why the engine shut down. John Schuessler acknowledges being disturbed about this discrepancy; I am sending him a brief copy of my tape recording of the conversation. Still, it was the only possible glitch in this recent retelling of the event.

In the company of Vicky and Colby Landrum, Alan Holt paced off the distance the witnesses felt the UFO was from their car when they all went back to the scene of the sighting in daylight conditions. It turned out to be about 130 feet (not the "yards" stated in the Weekly World News). It hovered about 60-80 feet above that point at treetop level. Its actual size seemed as big as a water tower. Both Cash and Landrum told me that its angular size would not begin to be matched by one's hand outstretched at arm's length.

The uniformly blinding light made it difficult to resolve the exact shape of the oblong form. It may have had four points like a diamond. Flames intermittently "whooshed" downwards toward the road; later examination showed no marks on the pavement. Additionally, a "roar" like a "freight train" permeated the area, and a beeping sound could be heard. The sheer brightness made it difficult for them to regain their night vision afterwards.

Betty Cash got out of the car and walked a few paces toward the mysterious sight. Vicky Landrum stood up on the right side of the car behind the door, exposing the fingers of one hand to the UFO's light. Cash was exposed to the light the longest: about 5-7 minutes. Landrum got back into the car after 2-3 minutes because Colby was screaming for her to return. The religious Mrs. Landrum thought the sky was going to split and the world was coming to an end. Telling Colby that Jesus would emerge from the light had the effect of calming him down. Colby never left the car.

Everyone felt considerable heat from the UFO, yet Betty was still surprised when the metal door handle was too hot to touch. She was wearing a leather jacket as it was cool outside; she took it off to use as a "pot holder" and grabbed the handle. They had been using the car heater on low, but switched to the air conditioner later to cool down the car's interior.



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Once the UFO started retreating toward the west (in the direction of the Houston Intercontinental Airport, according to the witnesses), Betty and Vicki became aware of many helicopters in the area. They flew toward the UFO, surrounded it and "escorted" it away! The brilliance of the UFO assisted the witnesses' view of the choppers, allowing them to see that there were different types - including single and double (tandem) rotor craft. Betty Cash counted "23". Vicki Landrum stated that there were at least 10-12. Colby asserted that he saw the helicopters throughout the entire incident. Betty would later draw one of the large helicopters and send it to her brother, who was in the Air Force for 30 years. He said it was an Air Force carrier. The sketch was done before pictures of helicopters were sent to Betty by John Schuessler.

As they drove down the road and turned toward Huffman, they got to see the UFO plus helicopters fly off into the distance from 3 different vantage points. This aspect of the event took some 5-10 minutes. Total duration of the incident then: 10-17 minutes. The witnesses do not profess to have lost any memory of time in their trip.

After dropping off the Landrums, Betty Cash arrived home about 9:50 PM, where she met Wilma Emert, her niece and her grandson. Physiological symptoms started appearing within hours; her skin was beet red "as if they had been on the beach all day in August"; her eyes were burning and tearing. She had felt great during the day and ate a lot at the restaurant that night - sausage, eggs, etc. Yet by morning she couldn't eat a bite without feeling sick and vomiting. She was too weak with pain to stray from bed and call for help. Her hair was coming out in patches, her head wracked with a powerful headache. Half-dollar size blisters with clear fluid covered her face and scalp. Betty's neck, ears and eyes were severely swollen; her pierced earrings had to be removed and her eyes were swollen closed. She was blinded by this until she was hospitalized. Like the other witnesses, she experienced some diarrhea. Even her lips had swollen to three times their normal size.

Vicky Landrum talked her into going to the hospital after four days of suffering at home. She was at the Parkway General Hospital in Houston for fifteen days. Since she had undergone a heart bypass operation two years earlier, the examining physician was her cardiologist, Dr. B. B. Shenoy (150 W. Parker Rd., Houston - 713-691-3649). Shenoy has described Betty Cash as "no complainer". She only came to the hospital when it was necessary. This time, however, the nurses asked if she was being admitted as a "burn patient".

The nurses put salve on her eyes which opened up a week later. Burn cream was placed on her face to prevent scarring. Large patches of tissue peeled away from her face. Uninformed about the UFO, Dr. Shenoy called in specialists who couldn't explain the swellings, burns or hair loss. All tests performed (white blood cell counts, eye examination, skin tests, a

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a biopsy, etc.) showed nothing. Her heart was fine.

Betty was sent home with prescriptions for drugs aimed at providing comfort. After several days elapsed, though, she realized she wasn't improving. The vomiting had stopped, but her appetite was not back. She still had the crushing headaches and was constantly tired. So she returned to the hospital. Dermatologist Dr. Louis Burman (spelling?) (503 Herman Professional Building, Houston; 713-792-4838) put cortisone on her skin with a needle. By now, with a second hospital visit lasting 7 days, her medical bill had amounted to \$10,000. Landrum visited Shenoy on a casual basis (not as a patient) and told him of the UFO experience. Shenoy seemed relieved to hear the news, and entered the allegation into her medical record. Oddly, he told Betty a story about the government working on "something" in North or South Carolina that is being transported across the U.S. He also strongly recommended that she go see the movie "Hangar 18"!

As of April 2, Betty still had 75% hair loss and wore a wig to go out of her mother's house. She is visiting the university hospital in Birmingham, Alabama, but claims they are only treating her for comfort. She still produces new water blisters, and has bad headaches. The swelling is down and her family tells her she is looking better each day. The only conclusion the Houston doctors reached about her eyes was to prescribe reading glasses. She is now dissatisfied with their performance.

Interestingly, Betty does not think she had a "UFO" experience, and blames the government instead. She has not worked since the event.

THE AUTOMOBILE

Betty Cash's 1980 Oldsmobile Cutlass Supreme was a Christmas gift, and still under warranty. She noticed no related malfunction prior to the incident. After the sighting, the engine seemed to run roughly and miss. The clock and radio now fail, yet she noticed the clock start up again while driving once to the hospital. Occasionally, the car smelled as if there were burning going on.

Thus, before heading for Alabama, she had a service station check out routine things like her oil and radiator. A new air filter was installed, but no immediate mechanical attention to the complaints was effected. In Birmingham on April 1, she called the local Olds service facility and made an appointment for the following Monday.

Schuessler noted that a plastic lens cover appeared to have been affected by heat and this was removed for further testing.



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VICKY LANDRUM

I also spoke by phone with Vicky Landrum, 57, waitress. Her grandson, Colby, 7, lives with her. She placed the time that they left the restaurant in New Caney as 8-8:15 PM. Her description of the UFO was "oblong" with a pointed bottom. Colby made it "diamond-shaped". Both agreed that the angular size was greater than a hand outstretched at arm's length.

Mrs. Landrum's religious convictions led her to assume that this was a religious event. She now appears to share Betty Cash's conclusion that it was a government/military exercise, noting the "roar" of the helicopters pursuing the UFO. She stopped counting at "14-15".

Vicky's symptoms were similar to Betty's: red skin, burning eyes, diarrhea for three days, bad stomach aches. She suffered 50% hair loss on the side of her head favoring the UFO. Remember, she only stayed out of the car half as long as Betty Cash. The fingernails on the one hand that was exposed to the UFO show a side-to-side linear damage. Vicky notes that new tissue is now growing in, replacing the old. Her eye problems seem more serious than Betty's, though. She used to wear glasses for reading only; now she has a full-time pair, prescribed by Dr. Chandler of Liberty, Texas. Furthermore, her vision is filmy. "I don't know whether my eyes are playing tricks on me or not, but at times it's just like people... I'll be looking right at them and they'll turn into a film, like. Then I'll rub my eyes and it'll go away." Dr. Chandler speculated to her about radiation-induced cataracts in six to twelve months.

These vision problems started the very next day for her. As of my conversation with her in April, her eyes have stopped tearing. Her sunburned-looking complexion has completely healed (she used three bottles of baby oil on both her and her son's face).

Colby seems to have undergone the least severe effects, as if staying in the car afforded him some protection. His face was also sunburned in appearance after the event; as of April, there was only a rough complexion in his cheeks. His diarrhea was so bad that he had to be cleaned for three days like a baby. He also had stomach ache and slight eye problems. The skin on his cheeks came into a watery blister which was knocked off. Mrs. Landrum said that it looks like it will heal well.

Colby's worst problems were psychological: He had nightmares for 2-3 weeks and wet his bed because he was afraid to get up at night. He didn't want to drive in a car at night. He also routinely slept in his own bed until the incident; it wasn't until February that he could sleep without his mother's company. His grade's had fallen off at school, but are back to normal (A's) now. Betty Cash was mad at the World Weekly News stating that the child "wasn't hurt" because of these problems.

Mrs. Landrum didn't seek medical help because she didn't have the money. She told a Dr. Wilson about the UFO and claims that the doctor didn't want to deal with her... presumably, she feels, because of the UFO aspect. "The

reason I've been kind of skeptical about the others is because it had taken me four days of trying everywhere - Liberty, Dayton, anywhere - that they would take Betty in... and she was a heart patient, you know?" Afraid that Betty was going to die at her own house, and Betty unable to even tell her who her doctor was, Vicki called Betty's drug store to get Dr. Shenoy's number. Vicki recently attended a health clinic, which told her that her blood pressure is varying. They also arranged for a radiologist in Galveston to attend to her. At the time of this writing, I have not yet heard the results of this visit. One puzzling feature, potentially - Vicki agreed that her health insurance would cover the costs of her examination, yet she continued to use the excuse of money (not wanting to dip into her credit union, etc.) as her excuse for not seeking medical care, even though she is wearing a wig to cover her hair loss.

It was Vicki who got the phone number for Bob Gribble's UFO Reporting Center in Seattle, Washington from a police department. She grumbled about having to spend \$9 talking with them on the phone, but getting no assistance. She also had to call APRO's Bill English back, which cost her another \$7. It wasn't until February - after the tabloid press published her story - that she got in touch with Schuessler.

ADDITIONAL WITNESSES

The tabloid coverage of the event mentioned one seemingly independent witness to the event - Nellie Zitick, 52, at 713-336-5632. She was in the company of her son, John and his wife Toni (they apparently don't want to talk about it, but their number is 713-336-9753). They saw a UFO of similar description a half-hour before Cash/Landrum some 20 miles east of them. Additionally, a news broadcast arranged by MUFON over nine Texas radio stations has netted at least one other witness. Dave Kissinger is dealing with these people at this time.

MEDICAL FOLLOW-UP

Dr. Peter Rank in Madison, Wisconsin has the medical records from Betty Cash's stay at the hospital, and has spoken with Dr. Shenoy to ask additional questions. He is certain that all of the damage that took place - diarrhea notwithstanding - was superficial, that no systemic injury occurred. He was intrigued about the prospect of microwaves, but had little acquaintance with the literature. At the time of this writing, I am about to meet with an expert in non-ionizing radiation (including microwaves) at the Georgia Institute of Technology. I have told Dr. Rank about him in the hope that he would phone him and describe the symptoms over the phone to see whether the Georgia Tech experts would be interested in pursuing the matter. Betty Cash is only a three-hour drive from Atlanta, after all. Dr. Rank preferred that I secure for him some contemporary medical literature on microwave pathology first before dealing with them, however. I hope that this delay does not hold up matters unnecessarily.

NOTES ON THE ATTEMPT TO VERIFY THE WITNESSES' CLAIMS OF MULTIPLE
HELICOPTERS IN THE AREA AT THE TIME OF THE SIGHTING:

On April 2 and 3, several inquiries were made to civilian and military organizations regarding the alleged presence of one to two dozen single and tandem rotor helicopters in the area of the sighting:

HOUSTON AIR ROUTE TRAFFIC CONTROL CENTER - (Intercontinental Airport)
Keith Rogers, military liaison and security officer: (713) 443-8545 -
"There wasn't anything of any significance back then. I'm sure I would have been aware of it because I'm also pretty heavily into the helicopter operations in this area." Rogers noted that the holiday season "kind of rules out the military because every year they shut down their operations over the holidays."

When asked if a special event would have prompted such an exercise, he said, "anything special I would have been aware of, too, because I'm also the military coordinator here, too... I was here at the time, on duty, so I can't think of any way it could have slipped by..."

When asked about a base likely to use the Dayton area for helicopter flights, Rogers suggested the Army airfield at Ft. Polk. "If they were VFR, we would have had no knowledge of it at the Center. We only deal with IFR-type operations, or operations that would affect airspace, and there was nothing here in that time-frame." Commuter helicopters usually fly off-shore and not in large numbers.

HOUSTON - WILLIAM HOBBY AIRPORT: (713) 644-5332 -

The watch supervisor on duty noted that the Dayton-Huffman area is outside of that airport's jurisdiction. He was not aware of any large operation of helicopters in Houston at that time.

ELLINGTON AIR FORCE BASE, HOUSTON: (713) 481-1400 - ext. 2332
Army Guard unit, Mr. Nidever - (unit commander not available)

"I checked around with a couple of the pilots here, and they don't remember flying anything about New Year's Eve.... we had a joint exercise with the Marines (in January) but we don't fly that close to Christmas." Their routine troop insertion exercises are flown on weekends, not on Mondays, with the Marines. "Usually, at that time of year, half of the people are gone on leave, so it would not be us. I haven't heard anything about this."

Does the base have double rotor helicopters? "Right. We've got CH-47's and we've got UH-1's. We have OH-58's. The Marines have got 'Jolly Greens'."

Would the Army Guard unit fly around the Huffman/Dayton area? "Oh, no, no, we never fly up around there. All of ours is done to the northwest of Houston which is up around Addicks Reservation. We don't fly up around Dayton hardly at all. Addicks is within the city limits." Nor would they fly through the area on their way to Addicks. "I don't think we could even get up there with the 47's and do a troop insertion and come back for fuel. We'd be out of fuel." "I feel certain that we weren't up there at nighttime because that

would be on a Monday, and the only overnights we have are on Friday or Saturday nights." (I'm puzzled about the fuel capacity comment - A.H.)

Nidever referred me to the Naval Air Station in New Orleans as a possible alternative. An Army Reserve Unit in New Orleans has UH-1's, but no tandem rotors. "We're the only tandem rotor aircraft in this area (emphasis added - A.H.)"

An interesting note: "We had a UFO sighting down here earlier, about two years ago. We were called out on this by the sheriff's department of Montgomery County. They had spotted one about two or three times. They had a helicopter out there, we were supposed to go out when they saw it and go chase it down because Mr. Culverson (with the Army Guard) was involved in that."

FT. POLK ARMY AIR FIELD - LEESVILLE, LOUISIANA

(318) 537-2722: Sgt. Marsh

"No, sir, everybody was gone. I handle all the leaves and I was swamped. We had just about 50% of the people gone or off at that time, sir."

MARINE AIR CRAFT GROUP 46 - NEW ORLEANS, LOUISIANA

(504) 393-3130

"We weren't there then. We had an aircraft accident in the last part of November and didn't fly any in December."

FT. HOOD ARMY AIR FIELD - KILLEEN, TEXAS

(817) 685-7241

"We had absolutely nothing flying during those days because we were shut down during the holidays." Would it be within Ft. Hood's capability to bring helicopter's into the Dayton area? "I don't think it would."

WORLD WEEKLY NEWS - Dick Donovan - LANTANA, FLORIDA

(800) 327-9490

Reporter Donovan who covered the story confirmed that he could not locate any bases in central Texas that would take credit for the helicopters. He did relate a claim made by an individual whose identity he could not divulge that the "UFO" was actually in contact with the local military! The crew indicated that it was experiencing difficulty with the craft and required air assistance. Donovan could not elaborate if this meant that the UFO was actually a man-made craft of some sort. But then, why would two dozen choppers be required for an escort?

CLOSING COMMENTS: All of the individuals with whom I spoke seemed quite sincere in their efforts to assist me. I did not feel that any of them were handing me a preplanned denial in a brusk manner. Donovan made the same remark. The ARTCC military liaison spent some time on the phone with me, for example. The Ellington AFB spokesman put me on hold to go out and ask pilots and flight engineers if they were up at that time without his knowing it. He also told me about that earlier "UFO chase" quite freely. Sgt. Marsh at Ft. Polk hollered to the people around him, asking if a large exercise could have occurred.

John Schuessler has done some additional work in this direction. One of his seemingly independent witnesses of the UFO itself (some 30 minutes earlier than Cash/Landrum) claimed to have heard helicopters. None of the additional witnesses claimed to have seen them.

Betty Cash was shown diagrams of different types of helicopters by Schuessler. She picked out a large Air Force carrier... the type one would expect from Ellington AFB.

In closing, the claim made by all three witnesses in the Cash/Landrum group implicitly incorporates a large number of helicopters. This claim cannot be "objectified" independently. Yet physiological symptoms such as "75% hair loss" certainly indicate an "objective" experience.

For additional comments on a possible helicopter scenario, see the report describing the suggested "ECM mission" hypothesis.

CENTER FOR UFO STUDIES 902 HEMINGWAY RD., STONE MOUNTAIN, GA 30088

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THE "MICROWAVE" HYPOTHESIS

Gene Greneker works with the Radar Applications Branch of the Georgia Institute of Technology and is on the CUFOS Scientific Board. When told of the UFO and its helicopter escort, it made him think of Electronic Counter Measure (ECM) exercises. A "target" aircraft would utilize a transmitter designed to jam radar frequencies. Search planes or helicopters would use radio direction finding techniques to locate the target craft and escort it back to base.

Greneker worked with ECM transmitters from 1971 to 1973. Much of the information, once classified, is now accessible in Aviation Week and other sources, he says. The downward flames reported by Cash/Landrum made him wonder if Harrier aircraft are used by the Marines for ECM. Some phone calls revealed that they do. ECM transmitters are fitted onboard these VTOL vehicles (not as external pods). Exercises are routinely conducted at Nellis AFB in Las Vegas, Nevada and Eglin AFB in Florida, with "foreign" radar setups jammed by the Harriers.

This raises the prospect of an ECM mission over the rural Dayton-Huffman area coming low enough to the road that the microwave frequencies would be strong enough to "cook" the witnesses. Greneker notes that 500-watt transmitters are not uncommon, and 25-30 dB steerable antenna gain greatly magnifies that figure even more. These transmitters can also operate in a continuous-wave mode. That would help explain why the metal of the car body got so hot (though not the plastic lens). The idea that even a dozen helicopters would be used, as pointed out by Tom Deuley, seems unnecessarily expensive. FAA and military sources seemed sincere in their ignorance of any such major exercise in the poorly-staffed Christmas holiday. If CUFOS had been alerted within fifteen days of the event, a "DART" computer printout of aircraft positions in the area could have been secured, but it is too late now. Then again, there is that nagging story told by Dick Donovan about the UFO being in radio contact with the military, calling for help...?

One idea that various sources have developed simultaneously: if it could be medically demonstrated that the witnesses were affected by microwave frequencies, a lawsuit could be attempted against the Air Force or other armed services beginning with an information search.

Top Scientist Confirms . . . UFO Terrorizes and Burns Three in Car

By DENNIS NEEDL and BOB PRATT

"The whole thing's burning up — oh, my God! It's coming closer! We're going to burn up . . . I know we are!"

"Lord help me — I'm burning up!"

A hypnotized Vickie Landrum was reliving her horrifying encounter with a blazing UFO on a deserted Texas road December 29 — a searing hell on earth that left Vickie, her 7-year-old grandson and a friend suffering the symptoms of radiation poisoning.

Incredibly, in the weeks following their terrifying 15-minute encounter with the huge, fire-belching

The massive, blue and diamond-shaped object was at treetop level, about 100 feet away, with huge red flames shooting from its bottom to the road below.

"We can't get through — it's blocking the road!" Vickie gasped under hypnosis. "It's bigger than a water tower. And it's making a sound like beeping. Long beeps . . . beep, beep, beep."

As she recalled the terrifying close encounter, Vickie clutched compulsively at the front of her blouse, screwing the material into her fist. Her features contorted with fear as she brushed sweat away from her face.

"Long red flames are coming out of the bottom, like a rocket!"

Even though it was just 40 degrees outside, the intense heat from the UFO made the automobile's interior sweltering hot.

Gripped with terror and unable to think clearly, Betty jumped out of the car and into the night air in an attempt to escape the heat, never taking her eyes off the mysterious craft.

"Betty — don't get out! Oh, my God, come back! It's hot, hot!"

"We'll burn up! My eyes — it's hurting my eyes!"

Startled by the UFO, little Colby went berserk. Screaming wildly, he tried to jump out of the car and run off into the woods. Vickie grabbed him.

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"Don't cry, baby, just pray, pray to Jesus. Don't be afraid."

"Now I'm holding him, loving him . . ."

For 15 minutes the brilliant object hovered in front of them, huge flames spewing from the bottom end continuously.

Sometimes the terrified trio heard a loud rushing sound, like air brakes on a truck, as more flames shot toward the road.

Each time the flames shot downward, the object moved up a bit, then settled lower.

"It's going to fall! No — it's lifting, thank God! There's fire at the bottom. It's so hot."

Finally, the object suddenly took off — rising into the air and then zipping away at an incredible speed.

Then came the long ride home. Vickie was convinced they should not tell a soul about anything that had happened.

"Don't tell nobody about it, Colby — they'll think we're crazy. Oh, Betty, they'll think we're crazy . . ."

Almost immediately after returning to Dayton less than an hour later, the three witnesses started to feel sick.

All suffered painful burns, and Vickie's optometrist, Dr. Steve Chandler, reported her eyes were "burned, swollen and extremely irritated."

In the weeks following the terrifying encounter, both the women lost huge amounts of hair.

The agonizing symptoms soon forced Betty to enter Parkway Hospital in Houston, where she remained for almost four weeks.

Hospital records confirm Betty's mysterious illness — and report "she witnessed a very intense fire-like material" in the sky.

In addition, the hospital records show Betty suffered "bumps under her skin," "hair loss of the scalp" and a "very swollen" face.

"The doctors and nurses kept asking me if I was a burn victim," Betty recalled. "Skin was peeling off my face and arms and legs."

"I was blistered all over. My ears and eyes were so swollen my own family didn't recognize me."

Since that mind-boggling night, little Colby has suffered digestive problems.

"A radiologist who examined the medical records said they apparently were suffering from the symptoms of radiation poisoning," said John Schuessler, an aerospace engineer at NASA studying the case for VISIT, an independent UFO investigating organization.

Schuessler was present at the spine-tingling hypnosis session.

Dr. Leo Sprinkle, Ph.D., who conducted the session, said he's convinced the terrifying details of Vickie's ordeal are for real.

"She had a real experience and I believe the craft was under intelligent control," said Dr. Sprinkle, a professor of counseling services at the University of Wyoming, who has hypnotized scores of UFO eyewitnesses.

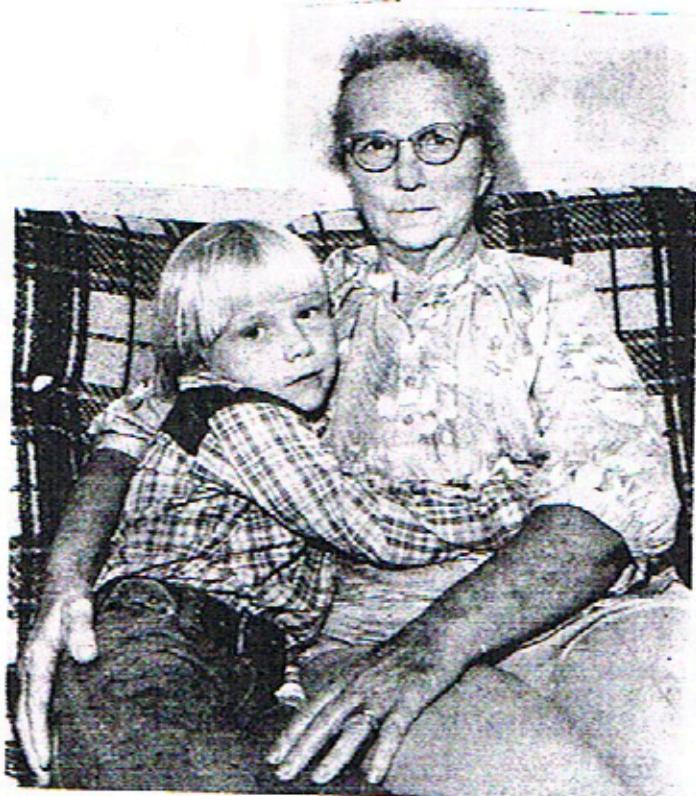
Several other witnesses living around Dayton also reported seeing a huge, bright, diamond-shaped flying object that night.

"I consider this a very important case providing physical evidence of the existence of UFOs," declared Schuessler.

"It is one of the most interesting and significant cases that I've ever investigated."



RADIATION burns on Vickie Landrum's hand.



ORDEAL: Vickie Landrum holds grandson Colby, who went berserk and tried to run from the fiery UFO.



DESOLATE stretch of Texas road where diamond-shaped, fire-belching UFO hovered over car.

Johnson

REGITAL



Vehicle Internal Systems Investigative Team

INVESTIGATOR NOTES
SUMMARY

5 SEPTEMBER 1982

INVESTIGATION BY
U.S. ARMY INSPECTOR GENERAL

CASH-LANDRUM CASE

John F. Schuessler
P.O. Box 58485
Houston, TX. 77258

CASH-LANDRUM CASE
INVESTIGATION BY
U.S. ARMY INSPECTOR GENERAL

BACKGROUND

During the months that followed the 29 December 1980 incident near Huffman, Texas, where Betty Cash, Vickie Landrum, and Colby Landrum were injured while in close proximity to a large water tank-like object and a large contingent of military type helicopters, our requests for assistance from governmental officials fell on deaf ears. Bureaucratic apathy began to crack after THAT'S INCREDIBLE aired a television segment on the case. Then SCIENCE DIGEST and OMNI magazines published small articles that aided in getting some attention from Washington, D.C.

THE INVESTIGATION

On 24 February 1982 I received a call from the U.S. Air Force Liaison Office in Washington, D.C. The caller was Captain Jenny Lampley. Her telephone number is (202) 695-7375. She explained that a Congressional inquiry had resulted in her assignment to determine if USAF helicopters had been involved in the 29 December 1980 case. Approximately two weeks later I learned from Richard Niemtzow at Travis Air Force Base, CA., that Capt. Lampley had concluded her investigation and the results were negative. Supposedly, the Air Force doesn't utilize twin rotor helicopters. (That answer is questionable. The Houston Chronicle newspaper showed a photograph of a twin rotor helicopter in the 17 August 1982 issue. The caption read "Honduran soldiers surround a U.S. Air Force helicopter during joint military exercise....")

On 19 March 1982 I was called by Lt. Col. George Sarran from the Department of the Army Inspector General office. His address and telephone no. are: DAIG-AC, Pentagon, Room 12736, Washington, D.C. 20310. (202) 695-1578.

Col. Sarran explained that his office had received the inquiry from the Air Force Liaison Office because the Air Force had concluded their units were not involved. He explained that his interest was in the possibility that Army helicopters were involved. He would be investigating that allegation. He stressed that the U.S. Army had no opinion about the unidentified object or UFOs in

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general.

Col. Sarran said he called because his office had been puled to give some answers about the helicopter involvement. At his request I provided a verbal account of the incident from beginning to end. He stated that he had been stationed at Fort Hood before going to Washington and was familiar with their operations. For that reason he felt that Fort Hood was probably not involved, although they have a number of twin rotor helicopters. He said their testing and operations were generally conducted on the Fort Hood reservation. He stated that as far as he knew Fort Hood had the only helicopters of that type (CH-47 Chinook) in the area. I told him I had found CH-47s to be stationed at Ellington AFB in Houston and at the Dallas Naval Air Station and provided telephone numbers so he could check on them. He said then that it would be his initial conclusion that if helicopters were present they surely would have been from Ellington and that would be the place for him to begin his investigation. He had interpreted the incident to be a helicopter in trouble, landing for repairs; but concluded that didn't fit the situation because none had been reported. He had trouble accepting the Cash/Landrum concept that there was an object, probably a government experiment other than a helicopter in the air that night. He based his opinion on the fact this was the 1980 Christmas week and most military installations go on holiday routine, allowing most of the troops to go home for the holiday period. He then questioned the replies given VISIT investigators by the various military installations we had called. He concluded they were more or less truthful. He was very courteous and said he would try to contact Ellington. He said he'd be glad to act on any hint of cover-up that we might find, as the Army feels it very important to have a good rapport with the community.

Later the same day Col Sarran called me a second time to let me know he had made contact with Ellington. The Commanding Officer of the 136th Transport Unit, a reserve group stationed at Ellington, and flying CH-47s. The commanding officer was Major Dennis Haire. His telephone numbers are (713) 862-4600 work and 445-5631 home.

Major Haire was to call and discuss the incident with me. Col. Sarran said he had trouble convincing Major Haire he was serious. Haire obviously had never heard of the case. He said now he was even more sure that no helicopter had gone down on 29 December 1980. Also, he assured me that the CH-47s are not flown on Monday nights. I rejected that assertion by quoting the fact that three flew from Ellington on Monday 15 March 1982, just four days before his call. He agreed there were exceptions.

Major Dennis Haire called me on 22 March 1982. He is commander of the 136th Transportation Unit detachment stationed at Ellington AFB in Houston, Tx. He has been a member since 1966 and in charge since 1978. His detachment has eight CH-47A Chinooks, assigned there in 1980. Prior to that time they were a Medivac Unit. He explained the "A" model Chinook has 2 hours fuel plus 15 minutes contingency. Cruising speed is 110 knots, with a 135 kt maximum. They can fly non-stop to San Antonio or Austin, but must refuel at College Station if they fly to Dallas. If they go on a field exercise they schedule a 5000 gal. USAF fuel truck to meet them along the way. Each CH-47A takes 450 gal. of fuel for a fill-up. He said there are no CH-47s in Louisiana. A contingent is stationed at Fort Sill, OK and many CH-47s are stationed at Fort Hood, Tx. The Fort Hood CH-47s are the "C" model. They can do a round trip to Houston and back without refueling. They have a three hour plus 30 minute contingency capacity. Maximum speed is 175 knots and cruising speed is 140 knots. He pointed out that there were no Chinooks flying in 1980 except for military units, so civilian Chinooks could not have been involved in the Cash/Landrum incident. The Ellington unit flies around the Houston control area all the time. They average 2000 hours/year/man. Fort Hood averages 900 hours/year/man. He is proud of his unit's record. His unit does a lot of airborne troop implacement drilling. They use the Addicks Reservoir north of Houston as a jump zone. In addition to the eight CH-47s they have four Hueys and four '58s. Major Haire said he was 99% sure that Ellington CH-47s were not involved in the 29 December 1980 incident. He said he could find out by looking up flight plans, aviators records, and the form 759s that document flight times. Each flight of the CH-47 requires two pilots plus an enlisted (E-6) crew chief. Sometimes a fourth person joins the crew. The Chinook can pick up and carry small equipment, but

nothing real large. That would require a "Flying Crane". Chinooks are not capable of joint operations - more than one helicopter working together to carry a large object. Helicopter pilots are very light sensitive at night and try to avoid bright objects because they ruin the pilots night vision. For that reason he doubts that helicopters would have flown near the diamond shaped object sighted by Cash/Landrum. They don't even turn on the inside helicopter lights until after they have landed. Major Haire runs a commercial helicopter service at Lakeside Airport in Houston. His Telephone no. is (713) 578-0907. Unit drill schedules can be obtained by calling the Houston Army Flight Facility.

Major Dennis Haire called me again on 26 March 1982. He said he had called Col. Sarran to report the results of our earlier telephone conversation. Col. Sarran is evidently digging into the case like a tiger - representing the Inspector General's office. Mark Charbenaugh works with the Maj. Haire. Mark is associated with the Austin reserves and Maj. Haire with the Ellington National Guard CH-47 unit. Mark noted that the air maps show two microwave towers to the northeast of Houston. He questioned whether or not there could have been a microwave accident. No answer to this one. Bob Schaf, a NASA training engineer, is also attached to Maj. Haire's unit. He too is a CH-47 pilot. Maj. Haire said he'd really like to help. He feels kinda pulled into the situation through our conversations and the fact CH-47s were reported to be involved. He said he had no idea what went on on 29 December 1980. He was definitely not involved. He felt that the government well might have some special devices, some advanced technology, or some test vehicles that could cause the reported symptoms. However, as a civilian or as a National Guard member he doesn't know of anything like that. I asked him if he had ever heard of a NEST unit operating here. He said no and he didn't even know what that acronym meant. I related that it meant Nuclear Emergency Survival Team. He drew a blank on it. We discussed the report that Major Willie Culberson was accused of saying he was at the scene on 29 December 1980 and in a CH-47, part of one of the units called out because of an emergency alarm call by the Sheriff of Montgomery County. Maj. Haire knows Culberson well - saw him last night when the CH-47s last flew. Culberson is not a parttimer like Haire. He is in charge of maintenance - a full time position. When the

Guard unit flies, he participates with them. He is a highly qualified top-notch officer. Culberson flew the CH-47 that was on static display in Dayton, TX last summer, because it was a week-day flight, and Culberson being a fulltime person was the natural one to fly the mission. It is difficult to find reservists that can fly during the week from 8 am to 5 pm, because they have other jobs. An interesting point was made by Maj. Haire. He said their unit could not, by law, respond to an emergency called by a sheriff, or any other civilian. Only the Adj. General, Willy Scott, in Austin could authorize either an official or non-official response to such a call. Even a call to Major Del Livingston in Dallas would not get a response. The above situation may not apply to an Army Reserve unit such as the one located at Tomball to the north west of Houston. Col Sarran is reportedly checking that one out. As an aside, he mentioned that one CH-47 could airlift 50 people at one time. He questioned why a large number of CH-47s would be required for any operation since they had such a large payload capacity. Maj. Haire's full time occupation is the operation of the Tex Star Aviation Service, a helicopter flying business.

Col. Sarran called again on 8 April 1982. He had talked with Capt Richard Niemtzow at Travis AFB and with Dr. Peter Rank in Wisconsin. He understood their viewpoints, but decided to come to Houston in May to investigate for himself. He said there was nothing secret about his involvement. He said "the Army doesn't say UFOs exist or do not exist. That is up to someone else." If Army helicopters were involved and it was their fault they would take responsibility. He went on to say that all reserve units are under Force Command in Atlanta. This doesn't apply to National Guard units. Willy Culberson is in the Guard. He is an Assistant Staff Technician (AST) and is part of a full time skeleton crew at Ellington. Col Sarran said he was checking to see if any helicopters sprayed fuel or were involved in an agent orange type drill. He received negative replies from The Training Indoctrination Command, Testing agency at Ft. Hood, Corpus Christi NAS, Aberdeen Proving Grounds, and the Pentagon R & D. The computer lists no activity at Huffman, Tx on 29 Dec 1980.

Col Sarran called on 23 April 1982 to set a tentative date for his trip to Houston. He is to fact find the claim of helicopter involvement in the Cash-Landrum case. He plans to meet with me,

Vickie Landrum, Willie Culberson and a Dayton policeman we had found who had witnessed helicopters on 29 Dec 1980. He had contacted all bases and found that none flew near Huffman, Tx on the subject date. Fort Hood only flew one helicopter. It flew to Houston, to Galveston, and back to Fort Hood by 8 pm. He has exhausted all sources available to him. He said Dr. Niemtzow would visit his office in Washington on 17 and 18 May. Col. Sarran appears to be quite sincere in his efforts and is quite cordial to deal with. He will visit Houston the last week in May. I will take a day off work to meet with him.

Col. Sarran called on 11 May 1982 to tell me he found out Willie Culberson was not a Major. He is a Chief Warrant Officer (CW3). This was news to both of us. His thrust is still "was the Army involved?"

On 25 May 1982 I met with Col Sarran at the Int'l Airport Holiday Inn in Houston. He asked me to do a taped interview relating what I knew about the case. I did the interview with the agreement I could also tape the whole thing. He cordially agreed. The interview lasted about 45 minutes and covered a full narrative of the incident as I knew it.

At noon on 25 May 1982 Col. Sarran and I visited Vickie Landrum in her home in Dayton. Col. Sarran was happy to have me along during the interview. Bertha Landrum, Vickie's sister, was also present. Col. Sarran told Vickie this was an official investigation and she was free to talk about it to anyone she wished. He gave her form letter type information on the Privacy Act which is to protect her; but told her he couldn't guarantee privacy. I recorded the full interview and retained the tape. A copy of the tape was sent to Peter Gersten in New York. Col. Sarran Called Betty Cash in Birmingham from Vickie's house and had an unofficial fact-finding discussion with her.

At approximately 1:30 pm Col. Sarran, Vickie Landrum, Bertha Landrum and myself went to see Dayton Police Officer L.I. Walker (his telephone is unlisted, but on file). I taped the full interview with the policeman and his wife Marie. They observed CH-47s in the exact same area near Huffman, but 4 to 5 hours after the original incident. This time the helicopters seemed to be searching for something on the ground. They flew in groups of three with searchlights shining down on the ground. A portion of the transcript

of the Walker interview describes the situation as follows:
Lamar Walker says: "On December the 29th my wife
and I was coming back home from her Mother and Dad's who live
in Plum Grove. It's about 3 miles behind Splendora into the
wood area. We was travelling New Caney Road, we just came
through there the cut off and hit Cedar Bayou and uh came
across the river and cut down the school road at the Huffman
new high school there and just got back on FM 1960. We were
approximately, we was inside the Liberty county city limits
and just made a turn out there by the railroad tracks on a curve,
headed east.

And I made a remark I said, "Marie," I said. She said, "What's
that noise?" I said "well I don't know." But I said "it sounds
like helicopters and it's getting louder." She says "well I
don't see any airplane" and I said "it's not an airplane it's
a helicopter, Marie," and she said, "whatever it is it sure is
low" and I said "yeah it is." So I rolled my car window down and
there was very very little traffic and so I slowed way down and
I started looking and I could see some flashing lights in the
air approximately anywhere from 4 to 500 feet in the air and I
got to picking out more of them and as I was picking them out I
picked out 3 in a vistor formation and about maybe a thousand
and a little bit off to the left of it was another sector of V
with 3 choppers in it. And as I looked a little bit better I
seen three more. The twin tops, front and aft, the shape
and everything. I said well they must be on maneuvors again,

National Guard or something, out at Fort Polk or the Coast
Guard doing something and I looked a little bit closer and you
could see some lower lights back off in the distance quite a
ways back. I'd say about 3/4 of a mile- real good visibility
that night and uh, I just registered off and we went on home.
And it wasn't about oh, maybe three -four weeks uh three-four
days maybe a little bit longer when I heard over the news of
what happened and I told Marie I said, gee whiz I even told
the men around the office there. We setting around talking one
day I said, "What in the devil's all the helicopters around for?"
I said "They have an airplane crash?" They said "no, not that
I heard"

Col. Sarran said he was convinced that Officer Walker had seen Helicopters, but it still had to be proven.

Next Col. Sarran and I visited the Montgomery County Sheriff Department in Conroe, TX. We were checking on the allegation attributed to Willie Culberson that the Sheriff had instigated the flight of helicopters on 29 December 1980. We found that all the people in the Sheriff Dept. had been replaced on 2 January 1981. None of the original people were around at the time of our visit. We spoke with Chief Deputy B.J. Grounds, Lt. Lowre and Pete Perkins. All the people interviewed said they would not call the National Guard - it was not part of their procedure. They would probably call Houston police for assistance. Chief Grounds suggested we contact Carl Mangogna who was in charge of the Harris County Patrol Division, responsible for helicopters at the time. Mangogna is not chief of security at the Kaneb Corp. in Houston. The duty officer on 29 Dec 1980 was Gloria Eshenbeck, not a patrolman at Woodlands, Tx. Later I contacted Mangogna but was unable to find Eshenbeck. Chief Grounds also suggested we visit the Army Medivac unit at Hooks Airport to the northwest of Houston. We tried but it was closed - all members were at a special meeting out of town.

Col Sarran called on 26 May to relate he had talked with Chief Warrant Officer W.S. Gustafson at the U.S. Army Reserve unit at Hooks Airport in Tomball, Tx. The unit is the USAR Facility, 90th ARCOM, AMSA-62A. Contacts are: Donald McDavid 681-1865, W.S. Gustafson 462-2318, Dudley Mason 351-4819, and Tony Demaria 259-0751. The facility phone is 376-2990. Col. Sarran said Gustafson was a very sharp individual and would try to help. Gus was to call me if anything surfaced. He said Gus had contacted Capt Ken Defore of the Houston Police Dept, but Defore had no memory of an incident on 29 Dec 1980. Gus gave the weather information at Hooks airport as: wind 210° - 230°, 10-15 mph, no rain, mid - 40's temp. Col. Sarran talked to Willie Culberson at Ellington. Culberson remembers talking to Vickie Landrum. He said he "thought the Montgomery County Sheriff Dept had called someone", he was "just talking". Personally, he was not flying that night. Col. Sarran said his report will be "inconclusive".

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On 26 May 1982 I called Carl Mangogna at the Kaneb Corp. as a followup to the Montgomery County Sheriff Dept. I tracked him down through his father, also a Carl Mangogna. He is now Chief of Security at Kaneb. His phone is (713) 622-3456, x-224. He had no memory of the events on 29 December 1980. He suggested that I call Capt Defore of the HPD.

On 26 May 1982, Chief Gustafson of the Army Medivac unit called. He had done some checking with other members of the unit at Hooks and suggested the following possibilities.

a) There was a Quick React Force operating in Louisiana and Texas during the last year and a half. The last they heard of it was about six months earlier, operating near Morgan City, Louisiana. He said they practiced "Iran type" raids, operating from a small carrier in the Gulf of Mexico. Other times they haul in 5000 gal. fuel bladders for refueling. Their operation is secret and not announced.

b) The USMC in New Orleans operates CH-46 helicopters. He doesn't know of any operation in the Houston Area but it is always a possibility. (VISIT check on the USMC unit in March 1981. No activity).

c) Ken Defore of the Houston Police Department lives in Dayton, TX. He will visit L.L. Walker and double check him on his claim of seeing CH-47s on 29 Dec 1980.

On 27 May Chief Gustafson called with an update report. His followup with Ken Defore of the Houston Police Dept. was positive. Capt. Defore said he has no doubt that Dayton police officer L.L. Walker saw CH-47s. He too felt they were probably part of a Quick React Force. He said Walker saw 12 helicopters. Three Groups of three each in "V" formation. The lead aircraft of each "V" was shining a spotlight on the ground as if searching for something. Another element flew 1½ miles behind in a three abreast formation. Altitude was around 500 feet. They altered course and headed for the Gulf of Mexico. They could have refueled from 5000 gal. fuel bladders in the area or from a flattop in the Gulf. Gustafson said: "We may have uncovered a bucket of worms." (VISIT member Bill Eatwell flew over the subject area in his light aircraft but could find nothing from the air.).

Col. Sarran called on 1 June 1982. He had no luck in locating a unit responsible for the helicopters on 29 Dec 1980. He said it

to see if it was a Quick React unit out of Fort Benning, Ga. He said he had not but that is not a Quick react base. Only Fort Bragg, N.C., Fort Devons, MA., Panama and Europe have Quick React units. They weren't involved. Five CH-47s flew over Dayton on 22 May at 11 am. I asked him if it would help to check and see where they were from, thus providing a clue to at least the range for operations on 29 Dec. He said it wouldn't help. Lots of units could overfly the area. Fort Hood participates in the yearly Reforger exercise and flies from Fort Hood to Port Arthur as part of the exercise. That would take them near Dayton. Col. Sarran is due to answer the original inquiry and talk to John Nyter, Deputy Head of Congressional Liaison. He said he would get back to me on the Quick React thing. He expects to report "negative findings"

Col. Sarran called on 25 June 1982 as a last follow-up. We talked about the APRO Bulletin claim of knowing it was a government device and having evidence that would help in the case. I suggested he call Coral Lorenzen, the author of the article, since I had no idea what she was talking about. As a wrapup he told me he had contacted the lawyers at Bergstrom Air Force Base (Vickie and Betty had gone there to give testimony at the suggestion of Senators Bentsen and Towers. Vickie told Col. Sarran he should get a copy of the tape made at Bergstrom). He had gotten that tape. It revealed nothing new. He said "obviously something happened to the ladies". However, he could find no group responsible for the helicopters. An operation of that magnitude would have been "big time". Fueling would have been a problem. He just cannot believe it wouldn't have been exposed. The Special Operations Branch, Delta Project (Iran raid) and skyjack and terrorist fighting groups and all responded with a "negative".

Coral Lorenzen of APRO stated in a letter to me that Col. Sarran had called APRO.

This ends the Inspector General Investigation report.

CuFOS



Vehicle Internal Systems Investigative Team

INVESTIGATOR NOTES
SUMMARY

25 SEPTEMBER 1982

INTERVIEW WITH JOHN PLASTER
HUFFMAN HELICOPTER WITNESS

CASH-LANDRUM CASE



John F. Schuessler
P.O. Box 58485
Houston, TX. 77258

CASH-LANDRUM CASE
INTERVIEW WITH JOHN PLASTER
HUFFMAN HELICOPTER WITNESS

On 16 June 1982, a film crew from San Francisco was attempting to recreate the Cash-Landrum case for use in a UFO documentary for KPIX 5, Group W television. Dennis Haire had just landed his helicopter in a rugged area adjoining highway FM 1485, near Huffman, Texas. The aggregate of automobiles, helicopter, and people attracted some of the passing motorists. One of the motorists that did stop was John Plaster - he thought someone had been in an accident and wanted to help.

Mr. Plaster lives 3 to 4 miles from the Cash-Landrum sighting scene. His address is 59 H Meyer Rd., Huffman, TX 77336. His telephone is (713) 354-3967.

According to Mr. Plaster he had never heard of the case until he stopped at the site of the filming and heard the story. He did, however, claim to be a witness to helicopters about the time of the incident. He is not sure of the exact date, but knows it was after Christmas and before New Years; because he and his 10 year old son were outside playing with one of the boys Christmas toys. They witnessed several twin-rotor helicopters overfly the area. Excerpts from the interview follow.

JP = John Plaster

JS = John Schuessler

JS. Would you like to say what you saw just after Christmas, 1980?
JP. Me and my son were out in the yard playing with something. It was late in the evening. We heard some noise up in the sky and he asked me what it was and I just looked up and said well it's helicopters, looks like the army's on patrol. And then we went back to playing with whatever we was tearing the house down with.
JS. About how many helicopters were there?

JP. I seen 4 to 5 of 'em. I really don't recall because I didn't, y'know stop to count 'em.

JS. You knew they were army because why?

JP. Yeah, they were twin prop.

JS. So, that made them what kind of helicopters?

JP. Chinook

JS. Chinook?

JP. I remember that 'cause I was in the army.

JP. You know we went back to doing what we were doing. I never paid no more attention to it up until this point I never heard anything about radiation or anything else out here.

JS. You hadn't even heard about the case on TV or anything, so you weren't aware of this at all?

JP. I had never heard of it, no!

JS. Which directions were these helicopters going?

JP. They were going southeast. And, uh.

JS. Were they at low altitude? high altitude? what would you guess?

JP. I'd say - I don't know anything about flying - I guess 800-1000 foot, something like that, y'know.

JS. Did they have any lights on them?

JP. I don't know to tell you the truth!

JS. No searchlight that hit you? or anything like that?

JP. No! no!

JS. Nothing unusual?

JP. No, just looked like the Army going to maybe to Fort Hood, Fort Polk in Louisiana, something like that.

JS. Ok.

JP. You know because uh, I know the army used to do that all the time.

JS. They just moved across the area and they didn't stop, they didn't alter course...

JP. No they went straight across and you could hear a bunch of of them; but I didn't pay no attention to it because - far as we knew it was Army - and uh, like I say I didn't hear anything about this until - I thought Life Flight (Local medical helicopter) landed here is the only reason I even stopped.

JS. And your 10 year old son also witnessed it?

JP. Well he's 12 now, he'd been 10 back then.

JS. And what is his name?

JP. Brian Plaster.

JS. Brian Plaster. OK. And none of the rest of your family saw this?

JP. No! Whether any of my neighbors did, or anything like that, I don't know.

JS. No one else has been around to ask you if you saw such a thing?

JP. Uh-uh.

JS. This is the first report of that that you've made to anyone, then.

JP. Yeah.

Summary: This report is circumstantial at best. There is no way to prove that the helicopters seen by Mr. Plaster and his son are the same helicopters witnessed by Cash and Landrum. However, the fact that Army Chinook helicopters were seen during the Christmas week in 1980 is significant in the light of the replies received from official agencies (i.e. no Army helicopters were in the Houston/Huffman area at that time).

We appreciate the cooperation of Mr. Plaster in participating in this interview.

end.....

INVESTIGATOR'S NOTEBOOK
29 DECEMBER 1982



Vehicle Internal Systems Investigative Team

The Cash/Landrum incident took place during Monday evening, 29 December 1980. During the incident the three victims were exposed to something that caused lasting physical injury and impairment. Also during the incident the victims reported sighting more than 20 helicopters. Many of the helicopters were of the large twin-rotor type - distinctly military.

During the follow-up investigation Ft. Hood, Ellington AFB, the Inspector General's representative, and others excused the possibility of military helicopter operations during the incident, by stating that military units don't operate during the Christmas holiday period. Ellington people went one step further by stating they fly only on week-ends. VISIT investigators proved both statements to be incorrect by citing specific activities of helicopter units as proof.

Now, two years later, the source of the helicopter that participated in the Cash-Landrum incident is still a mystery. However, helicopter operations continue in the Houston area. On Tuesday, 28 December 1982, a CH-47 Chinook in army markings approached the Clear Lake, Tx. area from the south at 3:01 p.m., made a turn over the Johnson Space Center, and landed at Ellington AFB. Additional CH-47 flights out of Ellington were observed at 6:19 p.m., 6:41 p.m., and 7:19 p.m. Later flights were mixed with F-4 Phantom flights until after 9:30 p.m. Again, CH-47s flew on a week-night and during Christmas week.

End.....