Eagle Down

50 years of Unexplained UFO Related Military Encounters

A Mystery, Wrapped in an Enigma, Inside a Riddle

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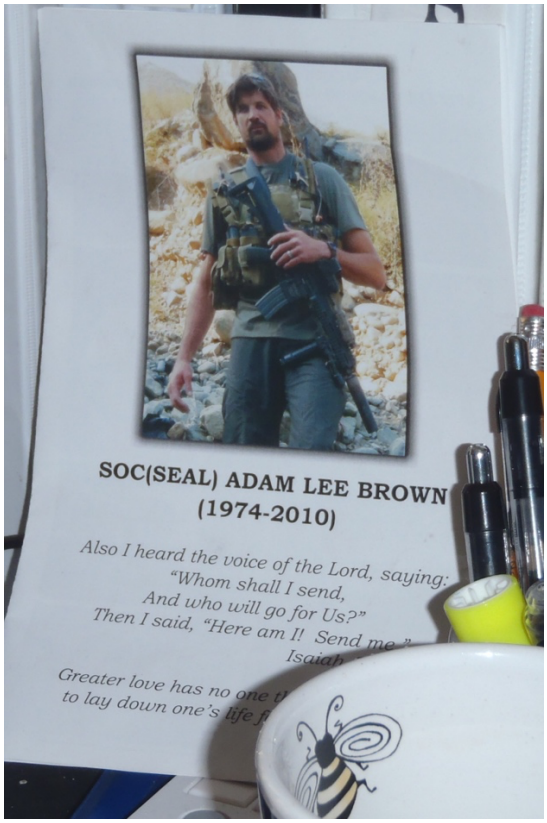

By: Eric Blehem

Monday, August 6 marks the first anniversary of the Afghan crash of a U.S. military CH-47 Chinook helicopter that killed 30 Americans, including 17 Navy SEALS. It was the worst single loss-of-life day for the U.S. in the war in Afghanistan. It was also the worst in the history of Naval Special Warfare.

Just six weeks before the crash, I spent several days meeting with members of the Navy's elite SEAL Team SIX, talking to them about the loss of one of their teammates, Adam Brown, who had been killed in action during an especially complex raid on a compound in Afghanistan.

I met with two of them in a crowded bar in a remote Alaskan village. The salmon run had just begun so the place was packed with fishermen, one of whom approached our group with a tray of shot glasses overflowing with whiskey. It was also a place that SEALs would come to before heading for training exercises in the surrounding mountains.

The man offered to buy a round. "I'd be honored if we could have a drink together, to thank you all for your service. And for taking care of business in Pakistan," he said. Tom Ratzlaff, one of the SEALs I was with, took two shots and handed one to me. "This is for Adam," he clicked his glass against mine, I nodded, and we threw them back together.

Tom, who was better known as "Rat," and Chris Campbell shared memories of their teammate, but as they talked about his life and the circumstances surrounding his death, they alluded to the fact

that they were keenly aware death might be just around the corner, quite literally, for them too. They were about to be redeployed, and with the loss of Adam weighing heavily on their minds, there was some urgency to have a chance to talk and honor their brother-in-arms.

Kevin Houston, one of the SEALs I met with in Virginia Beach the following week acknowledged, "I could end up getting killed on my next mission I go on, but until that happens, for me, business will continue to be conducted."

One of things I was most interested in understanding from these men was how they managed moving so fluidly between their family lives and their work as highly-trained warriors. Frequently, they were deployed, came home, and then were suddenly redeployed.

In some cases they developed rituals. Tom shared that whenever he boarded a helicopter for a mission, he said the Lord's Prayer silently, once he got seated, and then prayed for protection. "I don't ask for protection myself because that's in his hands. I ask him to look after my wife and kids. Then I ask him to protect all my buddies and forgive them of all their sins and me of my sins. Then I move straight into thinking about what I'm about to do-the target, the map study, making sure I know which way's north so I can call out things correctly on the target."

During my interview with Heath Robinson, another teammate of Adam Brown's, I asked "How do you do it?" referring to how they transition from lethal missions—shooting and killing people—and then coming back home, sometimes just hours later. Heath answered using his friend's horses as an analogy. "His wife and daughter have horses," said Heath. "Nothing makes [them] happier. Well, horses are dirty animals, every weekend he puts on his waders, goes in the barn, and shovels the manure…the dirty hay…their piss. It's not a good job, it's miserable, but somebody has to shovel the shit so the family can enjoy what they have."

Kelley Brown, Adam's wife, recalled the one time she saw "that side" of her husband. He had just returned home and was relaxing in a bubble bath when a very unlucky burglar attempted to break into their house. Adam, naked but covered in bubbles, flew out of the tub and the look in his eyes was someone she did not recognize. Moments later, the intruder bolted in fear and Adam returned to being her loving husband and the adoring father of their two young children.

The SEALs were also circumspect about death in a way that only those confronted with it regularly can be.

"I either want to die in combat, doing my job right now, or live till I'm 98 years old and see my great, great grand kids," one of them told me. "I don't want anything in between. None of us do. A warrior's death, you can't get any higher than that. It's horrible for the family, they don't want to hear that, but for us, the guys at our command, we're okay with it. That is our duty, the highest calling. And if that happens to you, you hope you are in the right frame of mind that you are okay with it. I have seen a lot of people go, not well. Had they been able to do another take on it, they would probably want it to go better. I remember everything else about Adam also, but I will always remember the end. You know, your first impression lasts a relationship, and your last impression is with you forever. Adam died well."

Six weeks after my last interview, I was returning to civilization from my version of being off the grid: camping with my family. My own happy grubby kids were in the back seat of our car when my cell phone indicated I had voicemail.

I called in and listened to one message after another and I learned that all seven of the men I had interviewed — John, Kevin, Brian, Heath, Matt, Tom, and Chris — had been killed in action the day before.

The team had been on a mission in the Wardak Province of Afghanistan, part of an operation intended to capture or kill leaders from an insurgent cell that was holed up in the region. The Chinook carrying them, along with 23 other Americans, and eight Afghan troops, had crashed and exploded after a single rocket propelled grenade struck its aft rotor blade.

Questions surrounded the crash: Why were so many from our most elite military unit on one helo? The most credible view is that it was a lucky shot, but some speculated that it might have somehow been retaliation at the same unit that had only a couple months earlier taken out Bin Laden.

As of today, some family members remain unsatisfied with the investigation. A few days after the crash, I attended Kevin Houston's funeral, then began transcribing the interviews, haunted as I listened to their voices and read their reflections on life and on death.

As they had talked about Adam Brown, they had unknowingly defined themselves: humble, selfless, and fearless.

With the one-year anniversary of that tragedy upon us, I think of them, and their families, often.

My mind wanders to the inside of that helicopter, envisioning their final moments. It's a dark place filled with questions — mainly the questions I didn't ask when I interviewed each of them just weeks before they were killed — but the one thing I know for certain is that they died honorably: serving their country, doing what they believed in. I have no doubt that they died well.

FIFE SYMINGTON

Phoenix Lights

In 2007, Symington revealed he was a witness to the Phoenix Lights, the mass UFO sighting that took place on March 13, 1997 when he was governor of Arizona, a decade before this admission.[50][51] In an interview with *The Daily Courier*, Symington stated, "I'm a pilot and I know just about every machine that flies. It was bigger than anything that I've ever seen. It remains a great mystery. Other people saw it, responsible people. I don't know why people would ridicule it."[52] He continued, "It was enormous and inexplicable. Who knows where it came from? A lot of people saw it, and I saw it too. It was dramatic. And it couldn't have been flares because it was too symmetrical. It had a geometric outline, a constant shape."[53] As Governor during the Phoenix Lights, Symington stated he would investigate the event, but went on to hold a press conference where he had his chief of staff dress up in an alien costume. He later stated that as a public official he had felt a responsibility to avert public panic and therefore made an attempt to introduce some levity into the situation.[54][55]

On November 9, 2007, he appeared with a panel of guests discussing their UFO experiences on *Larry King Live*. A few days later, on November 12, Symington acted as moderator for a UFO press conference at the National Press Club in Washington, D.C. Other speakers included U.S. and foreign military witnesses and public officials involved in some major UFO cases, such as the 1980 Rendlesham Forest incident, 1990 Belgium UFO incident, and 1976 Tehran UFO incident, and heads of some official foreign government UFO investigations, such as Nick Pope in the United Kingdom and Claude Poher of France. They said the phenomenon was quite real, should be taken seriously, and urged the U.S. government to reopen its public UFO investigations.[56] Symington also appeared as a witness of the Phoenix Lights in an updated version of the 2002 UFO documentary *Out of the Blue* by filmmaker James Fox. Prior to the documentary, Fox helped organize the witness panels for both *Larry King Live*, and the subsequent National Press Club event.[57]

In 2017, Symington also wrote an editorial piece for CNN, where he further described his experience in witnessing the Phoenix Lights, saying that he observed a delta-shaped craft, which moved silently across the sky over Piestewa Peak (formerly known as Squaw Peak).[58] He further described it as "dramatically large" with a "very distinctive leading edge with some enormous lights."[58] He also expressed his dissatisfaction with the Air Force's explanation of the event as test flares, while acknowledging that there was a possibility of flares also being ignited that night, but that the Phoenix Lights were completely separate from those tests.[58] He went on to voice his support for opening up further investigations, saying "Investigations need to be re-opened, documents need to be unsealed and the idea of an open dialogue can no longer be shunned," and calling for the government to cease "putting out stories that perpetuate the myth that all UFOs can be explained away in down-to-earth conventional terms."[58]

At age 19, Clinton almost drowned at a beach party in Hyannis Port, Massachusetts. A strong tide had carried him about 100 yards out to sea. Another 19-year-old, Fife Symington, took a rowboat out to get him and years later remembered:

> I reached down and grabbed him by his hair, which there was a lot, and he's a big guy and I lifted him up and said "you need a ride?", And I flipped him into the boat and he was coughing, and he lacerated his chest, because he'd been raked over some shoals and brought him to shore that was it. ... He said I saved his life; he was in trouble, there's no doubt about that. 2

(Symington later became governor of Arizona, but resigned because of legal troubles. Clinton, then president, pardoned him. 2)

1971 - US Aircraft Carrier stopped by UFO in 1971

By Jim Kopf

This encounter occurred in 1971, while aboard the aircraft carrier, USS John F. Kennedy CVA-67 (now CV-67) in the Bermuda Triangle. I was assigned to the communications department of the Kennedy and had been in this section about a year.

The ship was returning to Norfolk, VA after completing a two week operational readiness exercise (ORE) in the Caribbean. We were to stand down for 30 days, after arriving in Norfolk, Virginia, to allow the crew to take leave and visit family before deploying to the Mediterranean for six months.

I was on duty in the communications center. My task was to monitor eight teletypes printing the "Fleet Broadcasts". On the top row were four teletypes each printing messages from four different channels. On the bottom row were four more doing the exact same thing except the signal was carried on different frequencies.

If one of the primary receivers started taking "hits" I would be able to retrieve the message from the bottom one. I also notified Facilities Control of any hits so they could tune the receivers. On the other side of the compartment (room) was the NAVCOMMOPNET (Naval Communications Operations Network).

This was the Ship to Shore circuit with the top teletype being the receiver and the bottom as the send (known as a duplex circuit). Next to this was the Task Group Circuit for ship to ship communications (task group operations or TGO).

It was in the evening, about 20:30 (8:30 PM) and the ship had just completed an eighteen hour "Flight Ops". I had just taken a message off one of the broadcasts and turned around to file it on a clip board. When I turned back to the teletypes the primaries were typing garbage. I looked down to the alternates which were doing the same. I walked a few feet to the intercom between us and the Facilities Control. I called them and informed them of the broadcasts being out.

A voice replied that all communications were out. I then turned and looked in the direction of the NAVCOMMOPNET and saw that the operator was having a problem. I then heard the Task Group operator tell the watch officer that his circuit was out also. In the far corner of the compartment were the pneumatic tubes going to the Signal Bridge (where the flashing light and signal flag messages are sent/receive).

There is an intercom there to communicate with the Signal Bridge and over this intercom we heard someone yelling "There is something hovering over the ship!" A moment later we heard another voice yelling.

"IT IS GOD! IT'S THE END OF THE WORLD!"

We all looked at each other, there were six of us in the Comm Center, and someone said, "Lets

go have a look!"

The Comm Center is amidships, just under the flight deck, almost in the center of the ship. We went out the door, through Facilities Control and out that door, down the passageway (corridor) about 55 feet to the hatch that goes out to the catwalk on the edge of the flight deck (opposite from the "Island" or that part of the ship where the bridge is).

If you have ever been to sea, there is a time called the time of no horizon. This happens in the morning and evening just as the sun comes up or goes down over the horizon.

During this time you cannot tell where the sea and sky meet. This is the time of evening it was. As we looked up, we saw a large, glowing sphere. Well it seemed large; however, there was no point of reference. That is to say, if the sphere were low; say 100 feet above the ship, then it would have been about two to three hundred feet in diameter. If it were say, 500 feet about the ship then it would have been larger. It made no sound that I could hear. The light coming from it wasn't too bright, about half of what the sun would be. It sort of pulsated a little and was yellow to orange.

We didn't get to look at it for more than about 20 seconds because General Quarters (Battle stations) was sounding and the Communication Officer was in the passageway telling us to get back into the Comm Center. We returned and stayed there (that was out battle station). We didn't have much to do because all the communication was still out. After about 20 minutes, the teletypes started printing correctly again. We stayed at General Quarters for about another hour, then secured. I didn't see or hear of any messages going out about the incident.

Over the next few hours, I talked to a good friend that was in CIC (combat information center) who was a radar operator. He told me that all the radar screens were just glowing during the time of the incident. I also talked to a guy I knew that worked on the Navigational Bridge. He told me that none of the compasses were working and that the medics had to sedate a boatswain’s mate that was a lookout on the signal bridge.

I figured this was the one yelling it was God.

It was ironic that of the 5,000 men on a carrier, that only a handful actually saw this phenomenon. This was due to the fact that flight Ops had just been completed a short time before this all started and all the flight deck personnel were below resting. It should be noted that there are very few places where you can go to be out in the open air aboard a carrier.

From what I could learn, virtually all electronic components stopped functioning during the 20 minutes or so that what ever it was hovered over the ship. The two Ready CAPs (Combat Air Patrol), which were two F-4 Phantoms that are always ready to be launched, would not start.
I heard from the scuttlebutt (slang - rumor mill) that three or four "men in trench coats" had landed, and were interviewing the personnel that had seen these phenomena. I was never interviewed, maybe because no one knew that I had seen it.
A few days latter, as we were approaching Norfolk, the Commanding and Executive Officers came on the closed circuit TV system that we had. They did this regularly to address the crew

and pass on information. During this particular session the Captain told us how well we did on the ORE and about our upcoming deployment to the Mediterranean.

At the very end of his spiel, he said "I would like to remind the crew, that certain events that take place aboard a Naval Combatant Ship, are classified and are not to be discussed with anyone without a need to know".

This was all the official word I ever received or heard of the incident.

Being young and excited about my visit home and going to the Med, I completely forgot about it until years later when my wife and I went to see "Close Encounters of the Third Kind" at the movies when it first came out. In fact the friend that had been the radar operator was with his wife and went with us.

As we walked across the parking lot to my car, I ask him if he remembered what we had experienced years earlier on the ship. He looked at me and said he never wanted to talk about it again. As he said it he turned a little pale. I never talked about the incident again. When I discovered "Aliens and Strange Phenomenon" on MSN and started reading the posts I started thinking about it again. Now I seem obsessed in finding out all I can about these phenomena.

Jim Kopf
Mt. Airy, Maryland

September 10, 1971 - Sting 27, lost with 2 pilots

A month before I was born two events happened that still defy explanation – an F-4 Phantom of was lost during a "training" mission over the "Bermuda Triangle."

Before the search for that lost aircraft had hardly ended, on October 10, 1971 in English News Camera crew from the BBC caught a UFO that was stationary in the sky and then took off with a huge contrail behind it – for parts unknown.

What happened to Sting 27? Considerable official silence still surrounds this incident when it suddenly disappeared southeast of Homestead AFB, Florida on September 10, 1971. Official reports indicated it may have suffered an impact, but the details of exactly what happened and how it happened have never been revealed.

What on earth could the aircraft have struck over the ocean? A bird strike?

If it was just a bird strike, why all the secrecy?

Sting 27 was the call sign of a fast Phantom II F-4E jet of the 307th Tactical Fighter Squadron, which was capable of carrying nuclear tactical weapons and was flown by Lieutenant Norm Northrup and pilot Captain John Romero.

He was then also named Top Gun in his Wing.

"Captain Romero is an outstanding young officer who displays unlimited potential. He has functioned in an outstanding manner as both a squadron pilot and as an aircraft commander upgrade. Captain Romero is a highly skilled and experienced pilot who continually displays excellent knowledge of all phases of his job . . .He has demonstrated his ability and desire to assume increased responsibilities and should be considered for promotion ahead of his contemporaries."

Opinion of Endorsing Officer. "I highly recommend that he be promoted well ahead of his contemporaries."

. . .Page after page of Romero's military records repeat the same thing:

"Highly recommend he be promoted ahead of his contemporaries."

Born John Harry Romero, Jr. September 1, 1941, in Lafayette, Louisiana, he grew up a home boy near the Mississippi. After attending University of Southwest Louisiana, Lafayette, he enrolled in the Air Force on December 11th, 1964, at the age of 23.

Lanky and almost 6 feet tall, he was nevertheless agile and qualified for some of the best jets. He quickly distinguished himself above his fellow junior officers and became an exceptional pilot. By this time Romero had married his sweetheart, Carrie, and in the next few years they would have 2 children together, Carolyn, and John III.

After finishing training in Texas, young Romero was quickly transferred to Hahn, Germany, as a part of the 10th tactical fighter squadron. Various duties then came as Romero was being groomed for promotion. He eventually became the Forward Air Controller.

After being transferred back to the States, Romero continued to express his desire to learn more about every aspect of aerial warfare. As a result of his interest and abilities, he occupied a number of positions while continuing to fly, and finally was made the second commander of a Phantom F-4 Wing.

On January 18, 1970, he finally got his chance to put his training and experience to work. He was transferred to Vietnam, to see front line tactical fighter combat, including ground support bombing missions and striking at targets far behind enemy lines.

The honors came surprisingly quickly. For the first month flying achievements alone he was awarded the Air Medal. Soon even higher awards came. On April 1, he was awarded the Distinguished Flying Cross, then on June 10, he was awarded yet another, with First Oak Leaf Cluster.

"Captain Romero is fully qualified and capable of performing in a nuclear strike, conventional weapons delivery or Air defense role utilizing the F-4D weapons system under all weather conditions. Responsible for planning and executing these missions. Maintains an operational knowledge of peacetime/wartime plans and procedures, continually reviews assigned targets and accomplishes periodic testing on these subjects. Committed to global deployment for indefinite periods with minimum notice."

Flight Details

Norm Northrup and John Romero were briefed on the weather that morning. It called for: "12,000 feet broken, an overcast at 25,000 and at least 7 miles visibility."

The temperature was a warm 77 degrees; winds at 2 knots.

For a jet capable of Mach 2 speeds, the flight was to be very short allowing all of Sting 27's flight path to be tracked down to the minute.

They took off at 8:05 a.m. September 10, 1971. They headed 20 miles south of Miami where they were told to change frequency to pick up "Blissful Control" of the 726th Tactical Control Squadron "…or a radar flight following during the maneuvering portion of the mission."

At 8:07 a.m. this contact was made. This placed the Phantom at 25 miles south of Homestead AFB. One minute later Sting 27 started its supersonic run. Northrup headed southeast zigzagging 30 degrees left to right and then followed a straighter line toward the end of his route. He then reduced to subsonic speed.

At 8:15 a.m. Sting 27 was 70 miles from Homestead. During a right turn, Northrup responded to a clearance request for 17,000 feet. The mission was already almost over. This course was

maintained except for some “nondescript, maneuvering turns.”

The Coast Guard cutter *Steadfast* was on patrol in the area and heard 2 sonic booms as somewhere in the sky Sting 27 exceeded MACH 1 on its return route.

It was 8:16 a.m. Another Phantom in the area, “Sting 26,” piloted by Lt. Axel Reardon* contacted Sting 27, wishing to coordinate their positions to maintain the proper distance for their maneuvers. Northrup reported himself at 14,000 feet.

One minute later Romero requested a voice check.

“How are we coming over?”

“Loud and clear,” responded Reardon.

Blissful Control did not hear the conversation between the planes but did notice Sting 27’s Selective Identification Feature get weaker.

“Sting 27 your SIF feature is fading. We’re having trouble identifying you. Is that you at the boundary of Alpha six?”

“Roger, I am in a port turn at this time,” Northrup responded.

Radar confirmed it. Sting 27 turned left to a northerly heading, then right again as it executed its flight pattern. “During the right turn, radar contact was lost at 8:22 a.m. . . .” The position was 82 nautical miles southeast of Homestead AFB.

Several stations and flight facilities could no longer raise the flight, like Homestead AFB tower; Miami Center, FAA Reader Facility; Scepter Control, ADC Radar Facility; and Image Control.

Sting 28 was ordered to contact the flight. “Sting 27, Sting 27, this is Sting 28, do you copy?” Silence. “Come in two seven. Over,” signaled Lt. Shelby Kline. * Several reiterations went unanswered.

At this same time a lead was being followed. Homestead and several airplanes picked up an automatic alarm. The beacon, however, was quickly traced to routine maintenance checks at Homestead AFB.

Blissful was quickly vectoring Sting 28 to the last position of Sting 27. In five minutes, Kline was over the spot, and began an “S” pattern search of the area at 5,000 feet.

There is one mystery attending this search which links Sting 27 to some of the most disquieting theories about the Bermuda Triangle. A few minutes later Sting 29 and Sting 30 entered the area. Sting 29 dropped down to 1,500 feet to get a closer look at an “area of disturbance” in the ocean and then reported something bizarre.

Captain Frank Bruberry and Lt. Adam Shapiro* banked their F-4 and looked down. Bruberry engaged his mike: "Yeah, the water is discolored. It's an area of water discoloration. It is oblong in shape, with its axis running north/south. It's approximately 100 by 200 feet."

"That's Roger," confirmed Capt. Van Dyken* in Sting 30.

Circling at a much higher altitude, he added: "The southern tip appears to be below the surface. The northern end appears to be above. It's oblong in shape, running north/south."

As Van Dyken pulled out, he noticed the *Steadfast* at 5 miles south. "We have a spot up here. It's 5 miles north. Maintain heading. You can't miss it. Is that roger?"

Chugging along at full speed, *Steadfast* signaled affirmative.

Van Dyken roared over and headed to base due to low fuel.

This oblong shape, whatever it was, had disappeared by the time Steadfast got there minutes later, and proved elusive throughout the entire search.

This search expanded to take in the entire area of the Gulf Stream as far as Grand Bahama Island, taking into consideration its drift. By the end of the 13th the final tabulation showed that 59,030 square miles had been searched without a clue having been found.

Unsatisfied with these results, the Navy probed the suspected area of ocean with sonar from the 20th of September to the 23rd. After crisscrossing a 5 square mile track deemed the most probable, the results were a "flat negative" and search operations were finally halted.

Quite frankly, there is no way to figure out what happened to Sting 27. The Air Force does not and will not release conclusion or investigative material, not even opinions. They release the Summary findings, History of Flight and other relevant, though less classified, data on the airplane and pilots/crew. In this incident even the standard questionnaire, with its many boxes (where the clerk types in routine stuff like names, location) the box marked Type of Accident has the answer cut out. Usually the answer is Missing/Unknown and therefore does not require censoring. The paragraph after Sting 27's disappearance from radar is described is even hacked out, as it must have elucidated on what else might have happened.

However, the back of the report holds a map, unedited. It is a chart of Sting 27's track line. Several boxes mark key points in its flight path. One interesting box reads "suspected point of impact" before radar contact is even lost. Impact with what?

Since the Air Force even edited their standard file sheet, there is absolutely no way to even approach an official opinion on this incident.

Before one is tempted to apply the most sensational cause, one must bear in mind that there would be debris from a conventional collision. The lack of debris is just another example of how Bermuda Triangle mysteries differ from other accidents in the world. There is simply nothing left to

postulate, not even a good guess.

There it might be said is the most somber fact. To leave no SOS can be brushed aside with “It was just too sudden.” No ELT or automatic alarm– “It was just too destructive.” But what is so destructive and so sudden as to eliminate debris?

* All names other than the pilots of Sting 27 are fictional. Under AFR-33 paragraph 15e witness names are not releasable. The names are of my choosing. Some of the dialogue is a paraphrase, based upon what the pilots reported.

November 1, 1977 – Operational Detachment “D” - Delta Force is formed

My father William F. Warwick III was one of the brightest soldiers the Army had ever seen. Opposed to authority and very much a one man team, he quickly caught the attention of the base commander Colonel Charles Beckwith and soon got the nickname "Wild Bill” after Wild Bill Hickok, the infamous western gunslinger, for his stone cold ability to keep his cool in any situation yet be crazier than a bear in a fox trap when needed.

It wasn’t long before he was being asked to volunteer for all kinds of missions, and very soon after boot camp, he started learning codes for the NSA’s signal intelligence group and after a few ultra top secret missions, he was approached to become a SCE or special collection element for the NSA. He was a perfect candidate due to his high intelligence, high physical conditioning, and working knowledge of how to navigate learned through the Boy Scouts.

He knew how to survive in the woods and on sea. His only flaw was that he was not a group leader but rather a lone wolf genius more able to operate independently and alone behind enemy lines, than a conventional Special Forces soldier in a team unit. He wasn’t quite officer material, but he was a great Sergeant and Tech Specialist. He was highly skilled and passed sniper, grenade and other “Green Beret” and Ranger type skills with flying colors.

As soon as he completed his basic training he volunteered for "special duty". He had an opportunity to be one of the best of the best.

Special Forces and ET Intelligence & Technology (ET&T)

During World War II the accumulation of sightings of mysterious celestial objects, finally started to worry the military authorities. Dubbed the “Foo Fighters,” these small round orb-like objects buzzed allied and German pilots at will and performed maneuvers that were just impossible – even today.

In both camps, high-ranking officials of the intelligence services started to study these strange objects and investigation committees composed of military and scientific personnel were set up in various countries. They had a Tri-fold purpose: first of all to determine the nature of these flying objects and then to see if they constituted a threat to the security of the nation. A third edict was that a special panel be set up to reverse engineer any crashed objects of craft.

As part of the historical and analytical research done on these objects various experts of the fine arts of antiquity were sought out to identify any objects, paintings, literature or other evidence in the historical records of certain types of crafts, especially the “orbs.”

One of the historians was Alan West’s parents who were curator’s at the Museum of Fine Arts in Boston. This project took on the curious name of Project Guarens, which no one was able to decipher the meaning of, but had something to do with Geneologies and DNA Research. But in the beginning it was all centered around a collection of midevil and renaissance paintings that

were in museums all over the world.

One particulary special collection, which was never shown to the public was stored in its entirety inside a magnificent mansion and gardens right across the street from the Museum of Fine Arts. The Mansion and gardens was bequeathed in a will to become a museum by a very wealthy philanthropist woman named Isabella Stewart Gardner.

The museum displays an art collection of world importance, including works that rank among the most significant of their type. Isabella Stewart Gardner collected and carefully displayed a collection comprised of more than 2,500 objects - paintings, sculpture, furniture, textiles, drawings, silver, ceramics, illuminated manuscripts, rare books, photographs and letters - from ancient Rome, Medieval Europe, Renaissance Italy, Asia, the Islamic world and 19th-century France and America. Built to evoke a 15th-century Venetian palace, the Museum itself provides an atmospheric setting for Isabella Stewart Gardner's inventive creation.

Situated between Boston Latin School and the Museum of Fine Arts in the Fenway area of Boston, generations of Warwick's, had swooned their love interests in these museums, while cutting classes.

The Gardners' travels through Asia, the Middle East and Europe fostered an appreciation for different cultures. In 1867, the Gardners traveled to St. Petersburg, Moscow, Vienna and Paris, and crossed Norway to see the midnight sun. During 1882 and 1883, they traveled around the world, visiting Japan, China, Vietnam, Cambodia (where they rode on an oxcart through the jungles to see the ruins of Angkor Wat), Indonesia, India, Egypt and Palestine.

Their knowledge and contacts in these far off lands were put to good use by the still young American intelligencia.

Alan West's parents, the Warwick's, the Fitzgerald's and the Gardners were all good friends.

During World War II, the Allies, just like the Germans, noticed the presence of these enigmatic flying objects above their secret bases. The first reaction of each side was obviously to suspect espionage on the part of their enemy. In 1943 the English were the first to set up a special group to investigate these objects and collect evidence.

This working group was headed by Lieutenant General Massey and was supported by reports from double agent who was operating under the orders of the Mayor of Cologne. This double agent confirmed that the "Foo-fighters" were not German devices and that the Germans thought they were Allied weapons!

Later in 1966, it was learned from the British Aviation Minister that project Massey had been officially classified in 1944. Perhaps it was pure coincidence, but the double agent was denounced and executed at the beginning of that year. For their part the Germans did not remain inactive. But in 1944, the Wehemacht asked Oberkommando of the "Luftwaffe (aviation)" to set up a center to collect information on all the various sightings of these mysterious celestial objects.

This base was known as Sonderburo No.13 which, until the time of the German defeat scrupulously applied itself to its job. The short time that this commission was in existence prevented it from coming to any definite conclusions, but it collected an impressive amount of information.

The first sighting, studied by the Sonderburo, went back two years and came from a Hauptmann Fischer, an engineer in civil life. On March 14, 1942, at 5:35 p.m., Fischer landed at the secret air base at Banak, in Norway. At that instant the radar picked up a luminous object and Fischer was asked to go up and identify it.

At about 10,000 feet the pilot caught sight of the object, and gave a description by radio to the base: an enormous streamlined craft about 300 feet long and about 50 feet in diameter. The aerial whale which was Fischer's title for it stayed horizontal for a long moment before rising vertically and disappearing at great speed.

It was not a machine constructed by the hand of man, Fischer stated in his report. On reading the report, Air Marshall Hermann Goering concluded that the solitude of the north does not seem to have done much for this pilot. The report of another interesting incident was carefully preserved in the archives of the German Investigation Committee: that of the launching of an experimental rocket on February 12, 1944, at the Kummersdorf test center.

On that day the Minister of Propaganda, Joseph Goebbels, S.S. Reichsfuhrer Himmler and S.S. Gruppenfuhrer Heinz Kammler were present at the launching which was being filmed. Some days later the authorities at the base organized a showing of the film. The astonished spectators could see very clearly a spherical body which followed the rocket and circled around it.

The authorities immediately suspected Allied espionage. However, an agent informed Himmler that the English were themselves victims of the same sort of phenomenon and thought that it was a new type of German prototype craft. However, the most convincing evidence filed away by the Sonderburo came from a military flying ace.

On September 29, 1944, at 10:45 a.m., a test pilot was trying out a new Messerschmitt jet, ME 262 Schwalbe, when his attention was suddenly caught by two luminous points situated on his right. He shot at full speed in that direction and found himself face to face with a cylindrical object, more than three hundred feet long with some openings along its side and fitted with long antennae placed in front up to about halfway along its length. Having approached within about 1,500 feet of the craft the pilot was amazed to see that it was moving at a speed of more than 1,200 m.p.h.

After World War II most of these forces were disbanded, but as the cold war intensified in the early 1950s, widespread reconstitution and creation of Special Forces began. Some were out of public view, like UNPIK (United Nations Partisan Infantry Korea), and others were barely visible, like the U.S. Army's Special Forces, popularly known as Green Berets. The latter, raised as guerrilla cadres, played mainly counterinsurgency roles in Vietnam.

By the early 1990s the U.S. Special Operations Command included five Army Special Forces Groups of three battalions each, a three-battalion Ranger regiment, and the 160th Special Operations Aviation Regiment (a psychological warfare group); Navy SEAL (Sea-Air-Land) teams and an array of support elements; Marine Corps "special operations qualified" and long-range reconnaissance units; and the Air Force Special Operations Wing's 11 squadrons.

Special Forces closely linked to the intelligence community include the Army's Delta Force, the key element in the raid to free U.S. hostages in Tehran. U.S. special units were also visible in the Grenada, (1983) and Panama George Bush's CIA drug money, shipping of arms, and laundering puppet country (1989). They also carried out deep penetration, deception, and reconnaissance in the 1991 Persian Gulf War.

The utility of Special Forces has been much debated, critics citing indiscipline, corruption, brutality, inadequate intelligence and command-and-control, the draining of leaders from parent forces, and a predisposition to political extremism and unmonitored military power. Special force advocates have argued that clandestine warfare has long been a part of statecraft and that in the nuclear age Special Forces remain a vital element of national power.

Under a 1986 law during President Reagan’s tenure, the NSA became a combat support agency of the Department of Defense in conjunction with the new Star Wars Defense system, apparently in response to the instability of the Grey Treaty which Eisenhower allegedly negotiated in 1952.

November 1, 1977 - Captain Hollanda begins monitoring UFO's in Brazil

From October 1977 to the first half of 1978, the inhabitants of the cities of Colares, Santo Antonio do Tauá, Mosqueiro and Baía do Sol in the Brazilian state of Pará were under siege by a wave of UFO objects and mysterious events that have never been fully reported on and explained. During this period several types of unknown and unidentified objects flew over the Marajó Bay region at treetop levels, firing what appeared to be laser light beams of intense energy at various townspeople in the region.

The victims of these energetic beams gave several nick-names to the silent objects that "shot," them. Names such as "vampire light", "bug", "the thing" and mainly "chupa-chupa" (the sucker). Unlike the vast majority of UFO reports in the 20th century, these witnesses and victims also reported encounters with the pilots of the UFO's and universally described them as beings about 4ft tall (1.2m). The locals called these beings and the effects of their light beams "chupa-chupa," because of the unusual tiny holes that were bored into the skin by the light beams.

Women had scars on their breasts and reported blood loss during the attacks. Both men and women complained of dizziness, giddiness, body numbing and headaches after the attacks, all symptoms of blood loss and partial paralysis. After terroriszing the port cities of Para the UFO's began attacking the inhabitants of the state capital, Belém. Again came the lights, the chupa-chupa attacks and other strange events, suprising all the authorities.

On November 1st, 1977, the Brazilian military set up an UFO observation post on a water tower in Colares when a strange event caught their attention: at midnight, an UFO with a blue light, which had already been reported in previous sightings, was seen moving from south to north when it stopped above a sand bank called Coroa Vermelha. Then another bright object which changed colors from yellow to red approached the UFO with the Blue Light and darkened when its surface touched the blue light being emitted by the "Mothership." Half an hour later, another object did the same thing, disappearing into the darkness after "landing" on the Blue Light.

Captain Hollanda said that a huge bright object, which seemed to be the 'mothership', has been a 100 meters from them. "I was terrified. At that moment I didn't know what could happen. They could have taken us. They could have done anything they want to us. Another time, they were at Baía do Sol and it was around 7:00 in the morning, Hollanda says, soon after the sun rising. "We didn't see anything when, suddenly, a huge disc-shaped object, with more or less 30 meters of diameter and 50 meters in height, hovered above us".

At the end of the 1970s, scientists from all over the world came to Pará, Brazil, but they all failed to explain the phenomenon. Twenty-seven years later, documents from the Brazilian Air Force's secret service reveal that these lights from space were something much more unsettling than we can imagine. The explanation to the phenomenon is: there's no explanation. It is still a big mystery and a huge challenge to the science and to the Air Force's experts. Ufologists, scientists and researchers from Brazilian universities are collecting signatures to a petition that will be delivered to the Brazilian president Lula da Silva. It requires the Air Force to reveal the conclusions of the investigation on the chupa-chupa case. The petition already has thousands of signatures from people of all walks of life - physicists, biologists, journalists, officers and

politicians among them. The campaign is called UFOs: Freedom of Information Now [www.ufo.com.br/secrecy.php].

The military report, called Operation Saucer, has 2,000 pages, 500 photographs and some 16 hours of films. It has been sent to the highest rank officers of the Air Force. At that time, the country had a dictatorship government and, because of this, these documents have been kept classified for more than 23 years. The report's conclusion wasn't revealed. The military were afraid of some relationship between the objects invasion and the communists, maybe a new weapon to destabilize the military regime. The national information service (note: SNI in Portuguese) and the Air Force's secret service decided to keep the results classified.

But through a brave Air Force's officer, Captain Uyrangê Hollanda, part of this report came to the public, through an interview he gave to Brazilian UFO Magazine's editor A. J. Gevaerd. He was the operation commander, sent by the government to this secret operation to investigate the facts and interview the chupa-chupa victims. Researchers got a copy of the report, and from all the victims told to the officer, the most interesting story was one from a farmer called Claudomira Paixão. She lived in Baía do Sol and told that, in the night of October 18th, 1977, she woke up when a strong light appeared through her house's window. "The air got warmer. At first, the light was green, touched my head and crossed my face.

I woke up completely and the light became red. I could see a creature, like a man, wearing something like a diver's clothe. It had a device like a pistol. It aimed at me and the object blinked three times, as if shooting at my breast, almost always on the same place. It was hot and hurted me. I felt like there were needles piercing me. I think they collected my blood. I was terrified. I couldn't even move my legs. I was shocked."

What she said to the military was very important because, for the first time, someone mentions a being leaving the flying object to extract blood. Almost all stories talk about lights causing giddiness, weakness and "body shivering". The only exception is a case, also in Baía do Sol, talking about the appearance of a space couple that shot at a fisherman with a light-beam pistol, leaving him fainted for several minutes.

Carpenter shoots at flying saucer

The captain Uyrangê Hollanda told to on his Operation Saucer report the alien aircrafts flying over the region caused panic among the locals and drove some people to despair. They used to use fireworks to warn the neighborhood when chupa-chupa was coming. They often shot, with their hunting rifles, at the UFOs, said the captain to the Brazilian UFO Magazine [www.ufo.com.br]. "We always told them: don't shoot, don't shoot. Once, a strong light has been aimed at a carpenter. The man had 50 or 60 years old. He took his rifle and shot at the flying saucer. The light surrounded him and he fell to the ground, almost paralyzed. For 15 days the carpenter could hardly move. In the first day the man didn't move at all. He could see, hear and speak but it was very difficult for him to move." Said the captain in an interview to the Brazilian UFO Magazine, the only magazine interested in hearing his impressive story.

A Colares fishermen also saw UFOs coming in and out from the waters of the Marajó bay. Sometimes, they could see their bluish light moving under the water. "Once, I was sleeping when the sergeants - members of the operation - told me they took a photograph of a flying saucer

diving into the water close to a boat. I went to the beach and waited for the fisherman. When he came back he told me what happened. He was terrified. Several weeks later I saw a light close to a fishing-boat. It was blue and surrounded the boat once or twice, by 300 meters, then it dived into the water. There wasn't any sound. It was like a blade passing through the water." said the captain.

No explanation to the injuries

The captain also heard from Wellaide Cecim Carvalho, the town doctor of Vigia in 1977. She said she took care of more than 40 victims and she saw burnings on their bodies. Because of her job, she asked him to keep her interview under secrecy. She was afraid of being considered ridiculous if people find out she had no explanation for the injuries. The locals, the vast majority fishermen and farmers, couldn't understand why they were chosen by the lights. They had just one certainty: they were terrified for being guinea-pigs to unknown beings from another planet. And they didn't know whether they would survive this weird experience.

The captain and his team were tired of seeing bright objects flying in front of them. The objects even stopped, waiting for them when they were taking photographs or filming. He couldn't disguise his astonishment. In the report he admits these are weird phenomenon. When he developed the crafts photographs, taken from a distance of 20 m, he had a surprise: the objects didn't appeared on some of them. They could only be seen on the negatives. "I think these objects were doing a show for us", the captain said in the report.

In fact, on a very good shot taken on the Mosqueiro island, one can see very well the shape of the UFO that came close to the team at very low altitude. Hollanda said he could see "low height humanoid beings" inside the craft. And this, if said overtly by him, the operation commander, could seriously affect the Operation Saucer credibility. Although Hollanda's superior, commander Protásio Lopes de Oliveira, already dead, believed in the existence of extraterrestrial beings, said the military to the Brazilian UFO Magazine [www.ufo.com.br].

Captain Hollanda also said commander Oliveira would have been "very happy" knowing that chupa-chupa was something so interesting and unexplained to the human science. And what the military saw wasn't unknown to the locals. A fisherman from Ponta do Cajueiro said one of the beings had 1.20 m height.

Priest witnessed object appearing

The priest Alfredo de La Ó, responsible for the Colares church at that time and already dead, was also heard by the military. One of his stories: one night when he was driving he saw a bright object cone-shaped far away. It was at 100 meters of altitude more or less and coming down. it seemed it was landing. "I stopped and came out of the car to see it better. It's lights were green, red and yellow and turned on and off clockwise. It was swaying but, suddenly, the lights became stronger and it went up. It disappeared and did not land", said the priest.

At two o'clock in the morning of November 27th, 1977, the Air Force agents were paying attention to three bright objects, with different sizes, on a place called Ponta do Machadinho. Apparently they were landed at a distance of 3.000 meters from them. Suddenly, the smaller object came closer to the bigger one. Few seconds later, it flew northeast, towards Belém. The other two stayed for some seconds more and then rised up fast, disappearing while taking different ways.

Another five bright objects could be seen in November 28th at 5000 meters, over the city of Colares. After some time, they came closer to a bigger one. They had yellow, red and green lights. One object left the others and started to emit a strong blue light against a place called Ponta do Bacuri. Later, they came together again and left towards Baía do Sol, Mosqueiro, at high speed. A fisherman, terrified, reported to the military the sighting of a dark UFO reflecting a bluish light. He was then interviewed by a crew of the Brazilian UFO Magazine [www.ufo.com.br].

Object fires a light ray at the locals and fly away

One of the reports describes a yellow to red object flying at low altitude and without noise. Suddenly, it emitted a long bluish light beam hitting the victim on the lumbar region. This part of the body became numb. The victim also complained of paralyzing, muscular pain, and others for several days. Another story talks about a flying object of more or less 100 meters in size described by a Colares local. He said the object emitted strong light beams against the city. When it stopped the local aimed his rifle at the object and shot once. Then, he run away and hided in the bushes. Several locals spoke of a sighting over the Jejutauá estuary. A big, bright object at more or less 1.500 m and flying faster than a jet plane. The object turned suddenly and disappeared within the dark night of the Marajó bay.

Collecting materials

The Operation Saucer never came to an end. The Air Force canceled the work without explanation. Hollanda's conclusion (he has been found hanged with his own bathrobe belt by his daughters in 1997, on the second floor of his expensive house, a death officially called “suicide by asphyxia”): “the space beings called chupa-chupa by the locals were not attacking people but “collecting materials. Covering the Brazilian air space in bands, the same way aerial photography does. They started on Maranhão, then Colares, Marajó, Monte Alegre, Santarém, Manaus, covering all the region as if they had a schedule”. Why the Air Force canceled the operation ?

Hollanda’s answer: “I don’t know why they took it for granted. The Air Force wasn't interested, but I was”.

The Brazilian UFO Magazine [www.ufo.com.br] carries in his site over 500 pages of official secret documents of the Brazilian Air Force, most of them never admitted by the military or the government. About 230 pages of that amount are docs from the Operation Saucer that were obtained through several sources. All these files are free to download as an example that the Brazilian government, although still in denial, does have an strong interest by the UFO Phenomena and has conducted serious investigation about the matter.

A. J. Gevaerd, editor of the Brazilian UFO Magazine, can be contacted at: *gevaerd@ufo.com.br*.

Operation Saucer official secret documents can be downloaded at: *www.ufo.com.br/documentop.php*.

Other Brazilian Air Force official secret documents can be downloaded at:

www.ufo.com.br/docPrincipal2.php.

November 16, 1977 – EBE's Invade Ellsworth AFB and Exchange Fire

Official Complaint Report:

On November 16, 1977 two security officers who responded to an alarm at Ellsworth Air Force Base in South Dakota were confronted by two 'Extra-Terrestrial Biological Entities.' After being challenged to halt by the security officers, one of the EBE's responded by firing a pulse of white light from an unknown weapon that it was holding. The light-struck Security Officer Rake's weapon, causing it to disintegrate, burning his hands, Officer Jenkins returned fire at the EBEs. They once again responded with another beam of light, narrowly missing the guards, the two security guards called and A1013 (distress call) to Lime Control.

Jenkins again challenged the individuals, but they refused to stop. Jenkins fired two rounds, hitting one intruder in the back, the other in the helmet; both intruders fell to the ground. After approximately 15 seconds the two intruders returned to an upright position, firing flashes of light once again.

Rake was treated at the base hospital by a Captain, whose name was "mysteriously" illegible. He was treated for second and third degree "Radiation" burns to each hand. Rake was air-lifted to an undisclosed destination and his M16 rifle could not be found at the scene. The follow-up report has the name, address and signature deleted, so as not to disclose the source of the information.

Eye-Witness Testimony

I obtained the following letter from my father's repository of letters, that my father sent me shortly before his incarceration on October 10, 1988 – which was my birthday. A reliable source later contacted me and confirmed the official reports that my father had copies of. The Air Force appointed a special team of individuals to investigate the Ellsworth and my father was sent to investigate the incident. I was one of those individuals. I am still on active duty, so I cannot state my name at this time.

The report indicated that the incident occurred on November 16, 1977 and was classified Top Secret on December 2, 1977. There were 16 pictures taken at the scene, but these were not included. The report was stamped 'For Official Use Only', by the Commander of the 44th Missile Security Squadron at Ellsworth Air Force Base, near Rapid City, South Dakota.

The incident was described as a "Helping Hand" (security violation) "Covered Wagon" (security violation) at Lima 9 (68th SMSq Area), seven miles south-west of Nisland, South Dakota. The recipient of the report was identified as Paul D Hinzman, SSgt, US Air Force, Comm/Plotter, Wing Security Control. Two security Airmen 1st Class, Kenneth Jenkins and Wayne E. Rakes, experienced and reported the incident. It was investigated by Captain Larry D Stokes and TSgt Robert E Stewart.

I could not believe what I was reading, but apparently some of these notes were from my fathers own handwriting and were part of a signals intelligence communiqué and briefing he prepared for the NSA signals intelligence corps which was devoted to alien signals and deciphering corps,

which according to the report was a small group of civilian professors, with one of them Dad's old friend Alan Ball. The document told an incredible story.

At 22:59 on the evening of November 16th, 1977 an alarm sounded from the Lima 9 missile site. Jenkins and Rake, were 35 miles away at the Lima Launch Control Facility. Upon arrival Rake got out of the jeep and began checking the rear fence line perimeter.

There he spotted a helmeted figure in a 'glowing green metallic suit'. The figure pointed a weapon at Rake's rifle and caused it to disintegrate, burning his hand and arms in the process. Rake called out to Jenkins, who carried his companion back to their Security Alert Team vehicle.

When Jenkins returned to the rear fence line, he saw two green metallic suited individuals. He ordered them to halt, but when they ignored his command, he opened fire. His bullets struck one in the shoulder and the other in the helmet. The figures ran over a hill and were briefly lost to view. Jenkins pursued them and when he next saw them, they were entering a 20 foot diameter saucer-shaped object, which shot away over the horizon. As Rake was air-evacuated from the scene, investigators discovered that the missile's nuclear components had been stolen, somehow.

The Report went on to say that this had happened before in other places, at other times, with similar nuclear results. They called it a "Broken Spear," incident and apparently it was distinguished from a lost nuclear warhead incident, which had happened according to the report 6 times since 1947.

"Broken Arrows," were incidents that were truly "lost," bombs. They had happened in New Jersey, Atlanta and Florida. In each case a plane with nuclear bombs had mechanical trouble and the bombs were jettisoned or crashed with the jet in swampy or otherwise "soft" terrain. In the Florida and New Jersey incidents the bombs fell in marshland and swampy areas and it was assumed that the bombs would bury themselves 16 to 30 feet deep into the muck. The hole and impact crater would be virtually undetectable, and the bombs were never recovered…

The other three times, the nuclear components were also lost, but under somewhat more puzzling and unexplained circumstances.

November 16, 1977 – Close Encounters of the Third Kind Released

February 22, 1978 - Fighting Tiger 524

February 22, 1978. Around 2:35. p.m.

"STAND BY" said Lt. Paul Smyth emphatically.
Copilot Lt. Richard Leonard followed calmly:
"Standby, we have a problem right now."
Without any clarification, the radar plot controllers aboard the USS carrier *Kennedy* waited. Expecting this clarification to come any second, they tracked the KA-6 Attack Bomber on their scopes. Although it was supposed to be heading toward them, it had actually been vectored to a heading of 270° due west, directly opposite the carrier, in preparation to come around for landing. It was only about 30 miles away right now.

The *Kennedy* was about 100 miles off Norfolk Virginia. The KA-6 Attack Bomber, "Fighting Tiger 524" had just taken off from NAS Oceana, Virginia about 20 minutes before, with orders to land on the carrier.
Presently Fighting Tiger 524 was at 14,000 feet. The Plot was about to initiate contact when suddenly Fighting Tiger 524 vanished from the scope.

"524 radar contact lost."

There was no response. A few minutes later the radar controller repeated. There was still no answer. The supervisor then placed the DOWN AIRCRAFT symbol on the NTDS radar scope, alerting all controllers aboard *Kennedy* to a downed aircraft. As soon as this appeared in CIC, the strike controller noted a raw radar return, however this time devoid of any IFF, about 12 miles southwest of Fighting Tiger's last position, heading now 220°. It lasted for a few minutes, then disappeared.

They identified it as an aircraft track. However, there was no explanation why Smyth or Leonard made no contact in those minutes it was being tracked, nor why there was no IFF signal anymore. An immediate search found no traces of the aircraft. The sea had been choppy, but the weather had been fine, only 15,000 feet cloud tops and a haze layer at 17,000 feet.

The mystery of the missing IFF return on the second radar target is unusual. When approaching the *Kennedy*, Leonard and Smyth had reported that they had no TACAN lock on it (homing device), thereby not being able to identify it with their navigational instruments. However, on the other hand, *Kennedy* was able to read their IFF signal easy enough.

There is no explanation for what happened to the KA-6 Attack Bomber, nor clue to what it encountered when it vanished that caused it to lose its IFF signal when it returned, or what kind of situation it was that made it impossible for either pilots to clarify it in the several minutes they had. There is the possibility that neither could, for both IFF and radio are electronic; perhaps they had tried and their radio now, like their IFF, was incapable of proper function.

A further point in the electronic mystery is the failure of ejection signals. Ejection would trigger emergency beacons, one in each seat. Like the ELT or EPIRB this signal would lead rescuers to the accident point where ejection took place. The records show the pilots had more then enough

time to clarify the situation (providing they understood it) and more than enough time to eject, seeing all was lost. The failure of these electronic devices merely made the investigation conclude with the following:

Opinion: Cause as to the loss of AB524 and the subsequent deaths of LT. SMYTH and LT. LEONARD is unknown. It is evident that two minutes prior to AB524's disappearance, the crew was having some difficulty or experiencing a minor emergency as revealed by the voice tape transcripts. Due to the lack of further radio transmissions, no hypothesis can be made as to the type or severity of the initial difficulty.

It is suspected, however, that a catastrophic situation developed after the final radio transmission and LT SMYTH and LT LEONARD were incapable of coping with the situation. It is further believed that the crew did not attempt to eject as the concurrent failure of both URT-33 beacon radios was unlikely. Thus, this investigation concludes that a catastrophic emergency situation developed, incapacitated the crew to the point that they were unable to eject and were subsequently lost at sea.

Surprise by extraterrestrial object.

In the past, senior military commanders have been surprised by the sudden appearance of extraterrestrial objects and have taken hostile actions towards them. For example, in October of 1981, such an object appeared off the eastern seaboard, triggering pandemonium in the U.S. Atlantic Fleet (CINCLANTFLT) Command Center in Norfolk, Virginia.

This object, estimated 300 feet in diameter and disc shaped, was able to rapidly move, in one radar sweep from an area off the coast of Newfoundland to off the coast of Norfolk, Virginia. During this daylight event, the U.S. Atlantic Fleet Command Center went to Condition Zebra alert ("Stripes") and orders were given by NORAD to the CINC, ADM Harry Train, to identify this object and even force it down if necessary.

Fighters were scrambled from land and sea-based forces and , while one fighter got close enough to clearly photograph the object, it moved in the span of one radar sweep from off the coast of Norfolk, Virginia to an area in the Atlantic Ocean near the Canary Islands, turned upward at a 60 degree angle, and left the earth's atmosphere.

This situation, which resulted in surprise to the CINC, chaos on the Command Center Floor, and orders to force down the object (which could have had catastrophic consequences) could have been avoided with concept and scenario briefings to top military leaders and the development of clear "Special Rules of Engagement" (ROEs) for these unique situations.

December 27, 1980 – Rendlesham Forest, England – UFO Encounter

A close encounter with a triangular UFO occurred at a U.S. Air Force base in Suffolk (U.K.). This event became one of the most researched and discussed UFO incidents in the history of UFOlogy. Taking place over two nights, it involved the sighting (and actual touching) of a triangular UFO in Rendlesham Forest.

March 12, 1980 - The Kaidun Meteorite

On March 12, 1980 a unique meteorite fell on a Soviet military base in Yemen.

July 1988 - Russia Launches Phobos Spacecraft Missions

In July of 1988 the Russians (USSR) who had the meteorite fall on their base in Yemen launched two ambitious missions, Phobos I and Phobos II in an effort to reinvestigate Mars and its two small moons Phobos and Deimos. Some scientists thought Phobos and Deimos to be captured asteroids from the asteroid belt. They wanted to know how the asteroids formed and what they might reveal about the creation of the solar system.

The missions were the most international planetary program ever run by the Soviet Union. It included equipment, cameras and instruments from 14 nations. Participants included the European Space Agency and individual European nations such as Austria, France, Sweden, Switzerland, and West Germany. Scientists in many nations eagerly awaited the results. American scientists served as "advisors," and contributed the use of its Deep Space Network in Australia for tracking the two probes.

These American advisors weren't just NASA, they were really the CIA and the NSA. Other scientists, working in secret, already knew what mysteries Phobos and Deimos held. They were tackling much more important questions. The official mission plan was for the two spacecraft to have entered Martian orbit, maneuver towards Phobos, and fly to within 100 feet of the surface. Then the probes were going to use a laser to vaporize small parts of the surface. The vapors would be measured by a mass spectrometer to determine the chemical composition of the surface. Another instrument would measure the composition by emitting a concentrated beam of krypton particles. Two landers were also to have been released.

The larger lander included a camera, a surface penetrator, and other instruments to measure the surface of Phobos. Because the moon's gravity is so small, a harpoon-like object would have been driven into the surface to keep the probe from drifting back into orbit. The smaller lander, which weighed 110 pounds, had spring-loaded legs that would allow it to hop around the surface. The lander would make chemical, magnetic and gravity observations at different locations.

Unfortunately, most of the scientists involved in the project were deeply disappointed.

May 26, 1988 – Boomerang and Orb UFO spotted in NY

I am a 45-year-old office worker. On May 26 at 9:28 p.m. I was in my back patio. As I was walking to go back inside, I looked up and saw a boomerang-shaped craft slowing gliding directly overhead. Its shape was that of a 90-degree angle, with very sharply defined, angular features, like 2 long rectangles joined to a point in the front. It had 3 large, white lights on each wing. It was the size of an index finger held arm's length, slightly smaller.My guess is that it was approximately the elevation small planes fly, traveling about 200-300 mph, and I would say it

was somewhat larger than a commercial airliner, maybe twice as large.

The lights were very soft looking, not bright or glaring at all. I could just make out the boomerang outline of it against the sky. If it didn't have lights, I'd never have noticed it. It traveled almost directly overhead going N.N.W. Then 4 minutes later, to my utter amazement, ANOTHER one flew directly overhead, this one going N.W. The second one was identical in every respect except that as it approached, I noticed that it looked asymmetrical, with 3 lights on one side and 4 on the other, the last light on the left wing being considerably brighter.

As it passed overhead, I saw that that 4th light was actually a separate object flying a short distance off the wingtip at exactly the same speed. As it flew off in the distance, that extra object kept perfect pace and distance with the boomerang. These craft were completely silent. Then, at 9:55, I saw a very bright, silvery white streak of light go across the sky in that same N.W direction. I've witnessed many meteor showers, and this wasn't one. The tail looked like light as opposed to a debris tail left by a meteor, and it disappeared to a single point of light in the distance. On January 2 of this year, I reported another boomerang that flew overhead at this same location, which looked exactly the same except it was traveling much faster and the entire craft was much easier to see because it had a sort of florescent glow outlining it.

September 2, 1988 – Phobos I probe lost

The official NASA explanation for the loss of Phobos 1 on September 2, 1988 was that, “a controller sent the wrong command to the spacecraft's computer. Phobos 1 became disoriented and lost its lock on the sun. The solar cells could not function properly and the probe lost power.”

October 31, 1988 – Boomerang UFO Sighting in Ossining, NY

Exclusive Boomerang report by Elizabeth FucciIt was a Wednesday night. As volunteers for a Halloween program at the local Cable TV Studio, my friend, also named Liz, and I had just returned to her house from a shoot at the studio. It was nearly 8 PM when I went to my car in her driveway. I had just opened the car door and was about to get in, when I noticed a long string of lights in the sky straight ahead, and flying very low.

Because this string of lights didn't resemble any aircraft I had ever seen, I just stood there and stared at it as it approached. As it got closer, I noticed a low vibrational droning sound, very similar to the sound-effects of the deep-space ships featured in "Star Wars," the movie. It was a sound that could be felt as much as heard. It was not loud; rather, it was just at the audible range for a low droning sound. I also noticed that this thing was flying very low, not much above treetop height, and it couldn't have been going faster than about 25 mph.

It took a couple of minutes for it to come directly overhead, which it definitely did, and at that point I was stunned at how large it was: easily the length of three B-52 bombers placed wingtip to wingtip (roughly the length of a football field, maybe larger). Before it flew overhead, I noticed that it had only white and yellow lights, closely spaced in two or three offset rows. The lights spanned the entire facing edge of the object, which was somewhat boomerang shaped,

although I didn't realize that until it was directly over head, and I could see the entire underneath of it. It had no lights at all on the underneath.

Rather, it was simply a huge span of pitch black, starkly outlined against the night sky. To see it from wingtip to wingtip, I had to turn around and around. There was too much to see from standing in one place. It took easily 30 seconds to pass completely overhead, and then I could see its trailing edge. It had lights, but nowhere near as many as on the leading edge. I cannot recall if any of the lights flashed on and off.....

When I realized that I had seen the notorious "Hudson Valley Boomerang," I raced back to my friend's house and pounded on the door. It took awhile for her to answer (she thought I was a trick-or-treater, and she was out of treats), but when she opened the door, I pointed to the UFO, still quite visible, and flying in a northerly direction. My friend's husband also came out, and we watched the UFO until it disappeared out of sight behind trees in the distance. The time, when I looked at my watch, was 8:05 PM. Report By Elizabeth Fucci.

November 22, 1988 – B-2 Spirit Stealth Bomber unveiled in Palmdale, CA

In the presence of members of Congress and the media, the Northrop B-2 "stealth" bomber is shown publicly for the first time at Air Force Plant 42 in Palmdale, California. The aircraft, which was developed in great secrecy for nearly a decade, was designed with stealth characteristics that would allow it to penetrate an enemy's most sophisticated defenses unnoticed.

At the time of its public unveiling, the B-2 had not even been flown on a test flight. It rapidly came under fire for its massive cost--more than $40 billion for development and a $1 billion price tag for each unit.In 1989, the B-2 was successfully flown, performing favorably. Although the aircraft had a wingspan of nearly half a football field, its radar signal was as negligible as that of a bird. The B-2 also successfully evaded infrared, sound detectors, and the visible eye.

Following the collapse of the Soviet Union in 1991, the original order for the production of 132 stealth bombers was reduced to 21 aircraft. The B-2 has won a prominent place in the modern U.S. Air Force fleet, serving well in bombing missions during the 1990s.

January 30, 1989 – Phobos II lost during UFO Encounter

On January 30, 1989 Phobos 2 entered Martian and began making observations of Mars and Phobos. According to NASA it detected a faint but steady "outgassing" from Phobos. Then Phobos 2 dies before it could determine the nature of the material after moving within 500 miles of Phobos. Controllers were told that an on-board computer malfunction resulted in a failure of the orientation control system, thus exhausting the craft's energy supply. According to NASA the landers were never released.

March 25, 1989 - Date that Phobos II was scheduled to rendezvous with Phobos

Beginning March 25, 1989 Phobos II was scheduled to enter in orbit around Phobos II and begin its experiments. On March 27, 1989 the Soviet controllers announced that the probe had failed to reaquire the signal and assumed the probe was lost or destroyed. But not before sending back some very anomalous pictures which indicated that a massive UFO was docking with Phobos and that this same craft caused a huge uniform shadow across the surface of mars which was also photographed immediately before Phobos II was lost.

March 25, 1989 - NATO and Warsaw Pact set to meet in Vienna for Summit

On the same day that Phobos II was scheduled to rendezvous with Phobos, also on March 25, 1989, 23 countries from NATO and the Warsaw Pact, met in Vienna, Austria. On March 27, 1989 after a failed reacquisition of a signal from Phobos II, the Russians and Americans declared that the probe was lost. Was the summit timed so that any information could be talked about directly with NATO and Warsaw pact members during the height of the summit? May 1989 - Superpower Summit in Brussels, BelgiumA few months after the Vienna Summit and the release of the Russian Photos to insiders, another NATO Summit Meeting was scheduled to be held in Brussels at the end of May in 1989.

It was against this backdrop – knowing full well that an ET presence existed on Phobos and most likely Mars as well that the superpowers were forced to sit down and talk to each other. Within eight months of this UFO photograph and the events that transpired to get it, the promise held out that after 40 years of cold war saber rattling the superpowers were forced to bring an end to the division of Europe, and with it an end to the division of Germany and the Berlin Wall. No longer could the superpowers pretend that a threat did not exist. Someday they would have to acknowledge and address the issue.

Amid apparent surprise from the CIA, the Berlin Wall finally came down in November of 1989; just 8 months after the photos of Phobos II were beamed back. Chances are there were more photos – especially from Phobos I.

November 1989 - The fall of the Berlin Wall and the Soviet Union begins

As if by clockwork, beginning in November 1989, (When the Berlin Wall was being dismantled and just months after the Phobos II incident) Belgian airspace was being regularly violated and the Belgian authorities began receiving thousands of reports of triangular and boomerang shaped UFOs.

Since these UFO incidents occurred just a few months after the Brussels Superpower summit, I wonder if this was part of a larger effort by an ET force related to the summit. Later on in December of 1989, the Royal Belgian Air Force (RBAF) was contacted by hundreds of terrified citizens reporting a triangular craft with a light at each corner.

November 1989 - Belgium Airspace is violated by UFO's

Due to the frequency of the sightings the RBAF set out to coordinate ground level police and local UFO research groups with the RBAF command structure and together they would attempt to intercept any triangular UFO's that appeared. On at least two occasions the RBAF scrambled American made F-16's to intercept UFO's that were invading Belgian airspace but even at speeds above Mach 2 the F-16's always arrived too late to discover or report anything.

March 30-31, 1990 - The Belgium Triangles and Boomerang UFO Flap

In frustration, the situation had become so serious that the Belgian Air Ministry formulated plans to deal with any future UFOs which violated Belgian air space by having an entire squadron of F-16s ready to be scrambled in the event of another UFO flap. Upon any reports being confirmed by the local police or being picked up by radar, the special squadron would be airborne to investigate. Their prescience would soon be rewarded when on the evening of March 30-31, 1990 at approximately 11pm an excited witness called the radar station on the outskirts of Brussels. The man reported seeing a triangular UFO hovering in the sky with a very bright light at each of its corners.

The master controller at the radar station telephoned the local police station and an officer rushed outside to see if the object was visible. Extremely excited, the police officer quickly confirmed the sighting but by now the UFO had been detected by ground based radar. Immediately the RBAF scrambled two F-16s and from a distance of 12km they managed to get a radar "lock" on the UFO – confirming it was a real object and not an apparition or electromagnetic anomaly for the first time. The pilots decided not to launch a missile but before they came to that conclusion the Lock on the UFO kept on losing track, and they were unable to attain a steady tone for launching a missile.

The UFO appeared to have the ability to allow itself to be visible to radar or not to be visible to radar. Over the next several minutes the pilots managed to lock on to the triangle six times - three of them at the same time. There were no known aircraft that could have evaded two F-16s with "locked on missiles" but the pilots (experienced men who were amongst NATO's best) did

not get a chance to launch any missiles, because the pilots said that, “The craft was jumping around the radar screen like a dancing bee.”

The pilots reported that this UFO proceeded to accelerate in less than a second, from 280 km/h to 1800 km/h while simultaneously descending from an altitude of 3 km to 1.7 km - and coming to a dead stop at the end of this maneuver. The G-Forces produced around any conventional craft performing like that would have created at least 40G’s. If it was a conventional craft it would have to be remotely operated, but even then, there are few delicate instruments that could withstand that much G force either.

The object then began to move again and dropped to just 200 meters above the suburbs of Brussels - disappearing from radar as it crossed over the city. Soon there was over 65 F-16s engaged with trying to intercept the UFO’s in the skies over Belgium, all dedicated to finding and tracking the unidentified triangular craft, but to no avail.

However for the first time, they were able to record the radar signatures of the UFO’s and their incredible maneuvers. Aided by thousands of people on the ground who were also eyewitnesses to these events and over 3,000 telephone calls to police stations, military establishments and radio and television stations. This overwhelming public and private effort resulted in the now famous triangle UFO picture that has been in so many documentaries since then. It also allowed the night’s events to be recorded by civilians and television crews on both video and film.

How did these craft breech NATO's air Defense with such ease? Why would the UFO’s be flying into Belgium? Could the mysterious triangular craft be a Stealth Fighter? But if this were true why would the U.S. government be secretly testing the F-117 or B-2 over Belgium, when they were officially unveiled to the world on November 22, 1988 over a year and a half earlier? Besides, current known stealth aircraft use largely passive radar defenses which absorb or reflect radar and don’t have the capability to turn on and turn off their radar signature.

Whatever these craft were, they ushered in the era of the giant boomerangs and triangular spacecraft which operate with near impunity and regularity. When viewed against the Hudson Valley Boomerang UFO sightings of the same period (1988), it appears a new type of craft has been perfected using anti-gravity technologies. The only question is whether we did this on our own, or if we back engineered it from ET Craft.

A new term has even been coined in the UFO community – ARV- short for Alien Replication Vehicle, which is a craft that is engineered or based on a crashed or recovered craft of ET design. If these are manmade craft then the owners of such a device might have been using them to test the Belgium Air Force, which consisted of American Equipment – F-16’s, GE radar, etc. To take this train of thought one step further, it would suggest that if we have the technology, like the atomic bomb technology, this information would and could be attained by our enemies and competitors, namely the Russians and the Chinese.

They are the only combatant countries with enough technologies and resources to build these things, minus the mad scientist rogue military industrial complex scenario. Despite the “fall” of the Soviet Union, neither the Chinese nor the Russian military companies have stopped making

war machines, though. But Russia is closer to Belgium and if launched from bases in Great Britain they would be traveling in a straight line for the Soviet Union and Eastern Bloc countries about to crumble. If they are manmade.

But probably the most astounding series of events involving "Black Triangles" happened not in the U.S. but in Europe - to be more specific in the skies over Belgium.

Beginning in November 1989, Belgian airspace had been violated on a number of occasions, the Belgian Authorities receiving thousands of reports of triangular UFOs. Indeed in December 1989, the Royal Belgian Air Force (RBAF) was contacted by hundreds of terrified citizens reporting a triangular craft with a light at each corner.

This caused the RBAF to agree that, with co-ordination at ground level involving the assistance of the Police and local UFO research groups etc., the RBAF would try to track and intercept any "triangle" that put in an appearance. On at least two occasions the RBAF scrambled F-16s [right] to intercept craft invading Belgian airspace but despite having a top speed in excess of 2,000 km/h. the F-16s arrived too late to discover anything.

The situation had become so serious that the Belgian Air Ministry formulated plans to deal with any future UFOs which violated Belgian air space. It was decided that a squadron of F-16s would be prepared and ready to be scrambled in the event of a UFO sighting being confirmed by the local police or being picked up by radar.

What was soon to happen would stretch the Belgian air defences to the limit and beyond - the complex network of radar systems and jet fighters was unable to cope with the events of 30th March 1990.

At approximately 11-00 p.m. an excited witness called the radar station on the outskirts of Brussels. The man reported seeing a triangular UFO hovering in the night skies - the craft had a very bright light at each of its corners and ,as it was a clear night, there was no doubt in the witnesses mind as to what he was observing.

The master controller at the radar station telephoned the local police station and an officer rushed outside to see if the object was visible. Extremely excited, the police officer quickly confirmed the sighting but by now the UFO had been detected by ground based radar. Immediately the RBAF scrambled two F-16s and from a distance of 12km they managed to get a "lock on" to the UFO. for the first time. If the pilots had decided to launch a missile whilst "locked on", they would probably have hit their target but the UFO, still out of visual range of the F-16s, was able to negate the lock on - almost as though it had "shrugged it off".

Over the next several minutes the pilots managed to lock on to the triangle six times - three of them at the same time. Any known aircraft could not have evaded two F-16s with "locked on missiles" but the pilots (experienced men who were amongst NATO's best) did not get a chance to launch one missile.

According to one of the pilots: "The craft was jumping around the radar screen like a dancing

bee".

The UFO proceeded to amaze the pilots by accelerating, in less than a second, from 280 km/h to 1800 km/h whilst descending from an altitude of 3 km to 1.7 km - and coming to a dead stop. The G-Force aboard the triangular craft would have been far beyond those which any human being could expect to survive - about 40G or 40 times the force of gravity. The object then began to move again and dropped to just 200 metres above the suburbs of Brussels - disappearing from radar as it crossed over the city.

Soon there were around 70 F-16s in the skies over Belgium, desperately trying to seek out the unidentified triangular craft - to no avail.

Thousands of people on the ground were eyewitnesses to these events - there were 3,000 telephone calls to police stations, military establishments, radio and television stations.
Also, evidence of the nights events were recorded by civilians and television crews on video and film.

Obviously, whilst events were unfolding, people were beginning to ask questions - what are these craft that are able to breech NATO's air Defense canopy with such ease?

The following is a report written by the secretarial staff of the Belgian Air Force staff.

Observation of UFO's During the Night of March 30-31, 1990

This report gives an overall view of the reports from the concerned Air Force units and of the reports from ocular witnesses of the gendarmerie patrols, about the unknown phenomena watched in the air space (hereafter called UFOs), south of the axis Brussels-Tirlemont, during the night of March 30-31,1990.

General information.

> a. Meteor. The data mentioned by the Air Force Wing Meteo regarding the concerned area and during the night of March 30-31, 1990, are the following:
>
> Visibility: 8 to 15 km with clear sky. Wind at 10000 feet: 50/60 knots. A slight temperature inversion at ground, and another, as slight, at 3000 feet. These data are confirmed in Captain Pinson's report. He mentions also that the stars were clearly visible.
>
> b. Because of lack of appropriate material, the ground observers could not make any photo or film of the phenomenon.
>
> c. The UFO observed with a telescope is described as follows: a kind of sphere, a part of which is very luminous; a triangular shape could also be distinguished (For a more detailed observation, see Captain Pinson's report, in appendix H1).

a. In contradiction with other pointed out UFO sightings, for the first time a radar contact has

been positively observed, in correlation with different sensors of the Air Force (CRC, TCC, RAPCON, EBBE and F-16 radar), and this in the same area as visual observations. This has to be explained by the fact that the March 30-31 UFOs have been noticed at +/- 10000 feet altitude, whereas in the former cases there was always talk of visual contacts at very low altitude.

b. The visual evidences, on which this report is partially based, come from gendarmes in duty, whose objectivity cannot be questioned.

c. The UFOs, as soon as seen by the F-16 radar in the "Target Track" mode (after interception), have drastically changed their parameters.

> The speeds measured at that time and the altitude shifts exclude the hypothesis according to which planes could be mistaken for the observed UFOs. The slow moves during the other phases differ also from the moves of planes.

d. The fighter pilots never have had visual contact with the UFOs. This can be explained by the changes of luminous intensity, and even the disappearance of the UFOs, when the F-16 arrived in the neighbourhood of the place where they were observed from the ground.

e. The hypothesis according to which it was an optical illusion, a mistake for planets, or any other meteorological phenomenon, is in contradiction with the radar observations, especially the 10000 feet altitude and the geometrical position of the UFOs between themselves. The geometrical formation tends to prove a program.

f. The first observation of the slow motion of the UFOs has been made roughly in the same direction and with the same speed as the wind.

> The direction differs by 30 degrees from the direction of the wind (260 degrees instead of 230 degrees). The hypothesis of sounding balloons is very improbable. The UFOs altitude during all this phase remained 10000 feet, whereas the sounding balloons go on higher and higher, up to burst at around 100000 feet. It is difficult to explain the bright lights and changes of color with such balloons.
>
> It is very improbable that balloons stay at the same altitude during more than one hour, while keeping the same position between themselves. In Belgium, during the radar observation, there was no meteorological inversion in progress. The hypothesis according to which it could be other balloons must be absolutely dismissed.

g. Though speeds greater than the sound barrier have been measured several times, not any bang has been noticed. Here also, no explanation can be given.

h. Though the different ground witnesses have effectively pointed out eight points in the sky, the radars have registered only one contact at the same time. The points have been seen at a distance one from another sufficient for them to be distinguished by the radars also.

> No plausible explanation can be put forward.

i. The hypothesis of air phenomena resulting from projection of holograms(*) must be excluded too: the laser projectors should have been normally observed by the pilots on flight. Moreover, the hologram cannot be detected by radar, and a laser projection can be seen only if there is a screen, like clouds for example. Here, the sky was clear, and there was no significant temperature inversion.

Could the mysterious triangular craft be a Stealth Fighter?

Almost certainly not - stealth aircraft by their very definition are virtually invisible to radar, nor can they achieve the speeds or maneuverability of the Black Triangles.

December 24, 1992 – Bush Pardons All Iran-Contra Conspirators

On December 24, 1992 President George Bush (Senior) granted pardons to former Defense Secretary Caspar Weinberger and five other individuals for their conduct related to the Iran-Contra affair.

Even though Caspar Weinberger was scheduled to go on trial on January 5, 1992 on charges related to the Iran-Contra investigations President George Bush still called him a "true American patriot," who had served with "distinction" in a series of public positions since the late 1960s.

Bush went on to say that, "I am pardoning him not just out of compassion or to spare a 75-year-oldpatriot the torment of lengthy and costly legal proceedings, but to make it possible for him to receive the honor he deserves for his extraordinary1ervice to our country."

The president also pardoned five other persons who already had pleaded guilty or had been indicted or convicted in connection with the Iran-Contra arms-for-hostages investigation. They were Elliott Abrams, a former assistant secretary of state for Inter-American affairs; former National Security Adviser Robert McFarlane; and Duane Clarridge, Alan Fiers, and Clair George, all former employees of the Central Intelligence Agency.

Explaining those pardons, Bush said the "common denominator of their motivation -- whether their actions were right or wrong -- was patriotism." They did not profit or seek to profit from their conduct, Bush said, adding that all five "have already paid a price -- in depleted savings, lost careers, anguished families -- grossly disproportionate to any misdeeds or errors of judgment they may have committed."

Asked about the pardons at a news conference in Little Rock, Arkansas, later in the day, President-elect Clinton said he did not have all the details on the matter and would withhold comment until he had had a chance to study the president's statement and related information. However, Clinton said he was concerned "by any action which sends a signal that, if you work for the government, you're above the law, or that not telling the truth to Congress under oath is somehow less serious than not telling the truth to some other body under oath."

The Iran-Contra affair involved the secret sale of weapons to Iran in exchange for the release of American hostages held in Lebanon by pro-Iranian terrorists and the diversion of money from that sale to provide support for anti-communist resistance fighters in Nicaragua known as the "Contras."

Weinberger had been charged by independent counsel Lawrence Walsh with four counts of lying to congressional Iran-Contra investigators in 1987 and to Walsh's prosecutors in 1990. His case involved allegations that he had concealed from congressional investigators his personal notes that detailed events related to Iran-Contra and which reportedly undermined what then-President Reagan said about the origins and operations of the covert arms-for-hostages dealings. Weinberger had pleaded not guilty and said he was being unfairly prosecuted.

Although a president has unlimited pardon powers, it is highly unusual to pardon someone before trial and conviction. The best-known precedent --following the Watergate political scandal during the Nixon administration-- was former President Ford's pardon in 1974 of former President Nixon, who was never indicted. Bush said the prosecutions of the persons he was pardoning on Christmas Eve represent "what I believe is a profoundly troubling development in the political and legal climate of our country: the criminalization of policy differences."

The differences should be addressed in "the political arena, without the Damocles sword of criminality hanging over the heads of some of the combatants," he said. "The proper target is the president, not his subordinates; the proper forum is the voting booth, not the courtroom. "Bush also granted Christmas Eve pardons.

February 5, 1992 – Susquehanna Valley, PA, Gigantic Triangular UFO's

Dozens of witnesses reported a gigantic triangular craft flying along the Susquehanna Valley in Pennsylvania, U.S.A. The UFO, showing white lights, was observed to move from the north to the south from Sunbury across Williamsport between 6 and 7 p.m., returning at 8 p.m. and staying until 9:30 p.m.

It was described as being very large - up to 600 feet across and it height from the ground varied from 50 to 500 feet. The UFO emitted a "deep rumbling" sound and eventually disappeared to the south of Williamsport. One explanation for the events was a secret airborne re-fueling exercise but the military denied that any aircraft were in the vicinity at the time.

January 11, 1993 – Russia sends a secret cable to the U.S. Congress

The cable claimed that Russian national security files held evidence that two U.S. Presidents and two CIA directors had committed an act of treachery with Iran's radical Islamic government in 1980. Despite its explosive potential, the document was kept from the American people. It was buried in a pile of cardboard boxes, left behind with a host of other unclassified and secret papers in an obscure storage room on Capitol Hill: a real-life "X-Files."

October Surprise X-Files (Part 1): Russia's Report

By Robert Parry WASHINGTON -- On Jan. 11, 1993, the nation's capital was readying itself for the Inauguration of President Bill Clinton, the first Democrat to sit in the Oval Office in a dozen years. Temporary grandstands were going up along Pennsylvania Avenue.

The city brimmed with a celebratory air that fills the capital whenever a grand event like an Inauguration takes place. But in an obscure set of offices near the U.S. Capitol, a congressional task force was coping with another problem, one that had seeped out over those same twelve years to stain the Republican victory that had last changed party power at the White House, in 1980.

The House task force was concluding a year-long investigation into claims that Ronald Reagan's

1980 presidential campaign had interfered with President Carter's negotiations to free 52 Americans held hostage in Iran. A mixed bag of Iranian officials, foreign intelligence agents and international arms dealers had alleged a Republican deal behind Carter's back.

But the task force had decided there was "no credible evidence" to support allegations that the Reagan campaign had blocked Carter's possible "October Surprise" of an election-eve hostage return. Carter's failure to free those hostages over 444 days had sealed his political doom and boosted Reagan from a neck-and-neck race to a resounding electoral victory. The hostages' release, as Reagan was completing his Inaugural Address on Jan. 20, 1981, opened a floodgate of patriotic fervor that reshaped the political landscape and made Reagan a hero.

The possibility that this pivotal moment in modern American history had resulted from a nearly treasonous dirty trick had drawn understandably angry denials from Reagan-Bush loyalists -- and even from Democrats who feared that the public would lose faith in politics if the charges proved true.

So, with a collective sigh of relief, the House task force debunked the charges by adopting an elaborate set of alibis for the key players, particularly the late CIA director William J. Casey, who had run Reagan's campaign. One of the Casey alibi dates was nailed down, according to the task force, because a Republican operative had written Casey's home phone number on a piece of paper that day, although the operative admitted that he had no recollection of reaching Casey at home.

Nevertheless, with a host of such dubious alibis, the 968-page report was shipped off to the printers, with a public release set for Jan. 13, 1993. Washington journalists, already briefed on the task force findings, were preparing to praise the report as "exhaustive" and "bipartisan." But two days before the news conference, a cable arrived from Moscow.

It was a response to a query dated Oct. 21, 1992, that Rep. Lee Hamilton, D-Ind., who headed the House task force, had sent to Sergey Vadimovich Stepashin, then chairman of the Supreme Soviet's Committee on Defense and Security Issues. Hamilton asked Stepashin -- whose job was roughly equal to chairman of the Senate Intelligence Committee -- what information the Russian government had about the so-called "October Surprise" charges.

The Supreme Soviet's response was delivered to the U.S. Embassy in Moscow by Nikolay Kuznetsov, secretary of the subcommittee on state security. Kuznetsov apologized for the "lengthy preparation of the response." It was quickly translated by the U.S. embassy and forwarded to Hamilton.

Carter vs. Reagan

To the shock of the task force, the six-page Russian report stated, as fact, that Casey, George Bush and other Republicans had met secretly with Iranian officials in Europe during the 1980 presidential campaign. The Russians depicted the hostage negotiations that year as a two-way competition between the Carter White House and the Reagan campaign to outbid one another for Iran's cooperation on the hostages. The Russians asserted that the Reagan team had disrupted Carter's hostage negotiations after all, the exact opposite of the task force conclusion.

As described by the Russians, the Carter administration offered the Iranians supplies of arms and unfreezing of assets for a pre-election release of the hostages. One important meeting had occurred in Athens in July 1980 with Pentagon representatives agreeing "in principle" to deliver "a significant quantity of spare parts for F-4 and F-5 aircraft and also M-60 tanks ... via Turkey," according to the Russian report.

The Iranians "discussed a possible step-by-step normalization of Iranian-American relations [and] the provision of support for President Carter in the election campaign via the release of American hostages." But the Republicans were making separate overtures to the Iranians, also in Europe, the Russians claimed. "William Casey, in 1980, met three times with representatives of the Iranian leadership," the Russians wrote. "The meetings took place in Madrid and Paris."

At the Paris meeting in October 1980, "Robert Gates, at that time a staffer of the National Security Council in the administration of Jimmy Carter and former CIA director George Bush also took part," the Russians said. "In Madrid and Paris, the representatives of Ronald Reagan and the Iranian leadership discussed the question of possibly delaying the release of 52 hostages from the staff of the U.S. Embassy in Teheran."

Both the Reagan Republicans and Carter Democrats "started from the proposition that Imam [Ruhollah] Khomeini, having announced a policy of 'neither the West nor the East,' and cursing the 'American devil,' imperialism and Zionism, was forced to acquire American weapons, spares and military supplies by any and all possible means," the Russians wrote.

According to the report, the Republicans won the bidding war. "After the victory of R. Reagan in the election, in early 1981, a secret agreement was reached in London in accord with which Iran released the American hostages, and the U.S. continued to supply arms, spares and military supplies for the Iranian army," the report continued.

The deliveries were carried out by Israel, often through private arms dealers, the Russians said. Spares for F-14 fighters and other military equipment went to Iran from Israel in March-April 1981 and the arms pipeline kept flowing into the mid-1980s. "Through the Israeli conduit, Iran in 1983 bought surface-to-surface missiles of the 'Lance' class plus artillery of a total value of $135 million," the report said.

"In July 1983, a group of specialists from the firm, Lockheed, went to Iran on English passports to repair the navigation systems and other electronic components on American-produced planes." Then, in 1985, the weapon’s tap opened wider, into the Iran-contra shipments.

The Russian 'Bomb'

The matter-of-fact Russian report was stunning. It also matched other information the task force had. The Israelis, for example, had shipped U.S. military spares to Iran in the early 1980s, with the acquiescence of senior Reagan administration officials. But the Russians weren't clear about where their information came from or how reliable it was.

After receiving the Russian report in January 1993, a U.S. Embassy political officer went back to

the Russians seeking more details. But the Russians would state only that the data came from the Committee on Defense and Security Issues. The embassy political officer then speculated that Moscow's report might have been "based largely on material that has previously appeared in the Western media."

But apparently, there was no serious follow-up -- even though Moscow, the communist enemy in the 1980s, claimed to possess incriminating evidence about two CIA directors (Casey and Gates) and two U.S. Presidents (Reagan and Bush). Though the Russian claims about Carter's negotiations with Iran might cause embarrassment, Carter, as President, possessed the constitutional authority to negotiate with a foreign power. The Republicans did not.

Task force investigators felt the Russian report could be safely dismissed because one section took seriously the allegations of former Israeli intelligence official Ari Ben-Menashe, an Iranian-born Jew. Ben-Menashe had testified to Congress that, as an Israeli intelligence officer, he participated in Paris meetings between senior Iranians and Republican emissaries in October 1980. Ben-Menashe had placed Casey, Bush and Gates at those meetings as well.

But Bush, who was Reagan's vice-presidential running mate in 1980 and President during the task force investigation, denied being in Paris. So did Gates, who was Casey's deputy director at CIA and Bush's CIA director. (Casey died in 1987 before the October Surprise issue surfaced.) When Ben-Menashe went public in the early 1990s, the Israeli government first called him an imposter and claimed he had never worked for Israeli intelligence.

But confronted with documents proving Ben-Menashe's employment, Israeli officials reversed themselves and admitted that Ben-Menashe had worked for Israeli military intelligence from 1977-87. Nevertheless, they continued to attack his truthfulness.

The House task force also rejected Ben-Menashe as lacking credibility. For his part, Ben-Menashe, now living in Canada, still insists that he was telling the truth. After finding the Russian report in a remote storage room on Capitol Hill, I contacted one well-placed official in Europe who checked with the Russian government. "This was real information based on their own sources and methods," the official told me.

As for the possibility that the report was blowback from the U.S. media, the official insisted that the Russians "would not send something like this to the U.S. Congress at that time, if it was bullshit." Instead, the Russians considered their report "a bomb" and "couldn't believe it was ignored," the official said.

Not only did the House task force keep the extraordinary Russian report secret, it ended up in a cardboard box among hundreds of documents, some unclassified and others "secret." The document boxes were piled, ingloriously, on the floor of a former Ladies' Room which had been converted into storage space, deep inside a parking garage of the Rayburn House Office Building.

Bush & a CIA Power Play

The CIA Old Boys were reeling. In the 1970s, exposure of their dirty games and dirty tricks

made the Cold Warriors look sinister -- and silly. Then, President Carter ordered a housecleaning that left scores of CIA men out in the cold. In 1980, the CIA men wanted back in and their champion was former CIA director George Bush.

With Bush and Ronald Reagan in power, the old spies could resume their work with a vengeance. The temptation was to do to Jimmy Carter what the CIA had done to countless other world leaders -- overthrow him, a frightening chapter from the October Surprise X-Files

With little more than a week left in the 1980 campaign, Republican vice presidential nominee George Bush was nervous. New polls put Ronald Reagan and Jimmy Carter in a dead heat. Then, while going to campaign in Pittsburgh, Bush got an unsettling message from former Texas Gov. John Connally. Connally, a onetime-Democrat-turned-Republican, said the oil-rich Middle East was buzzing with rumors that President Carter had achieved his long-elusive goal of a pre-election release of 52 American hostages held in Iran.

If true, Ronald Reagan's election was in trouble. So, at 2:12 p.m., Oct. 27, 1980, George Bush called Richard Allen, a senior Reagan foreign policy adviser who was keeping tabs on Carter's hostage progress. Bush ordered Allen to find out what he could about Connally's tip. Allen's notes, which I discovered many years later in an obscure Capitol Hill storage room, made clear that Bush was in charge.

"Geo Bush," Allen's notes began, "JBC [Connally] -- already made deal. Israelis delivered last wk spare pts. via Amsterdam. Hostages out this wk. Moderate Arabs upset. French have given spares to Iraq and know of JC [Carter] deal w/Iran. JBC [Connally] unsure what we should do. RVA [Allen] to act if true or not."

In a still "secret" 1992 deposition to House investigators, Allen explained the cryptic notes as meaning Connally had heard that President Carter had ransomed the hostages' freedom with an Israeli shipment of military spare parts to Iran. Allen said Bush then instructed him to query Connally, who was in Houston, and to pass on any new details to two of Bush's closest personal aides.

The Blond Ghost

According to the notes, Allen was to relay the information to "Ted Shacklee [sic] via Jennifer." The Jennifer was Bush's longtime assistant, Jennifer Fitzgerald, Allen testified. "Shacklee" was Theodore Shackley, the legendary CIA covert ops specialist known as the "blond ghost." During the Cold War, Shackley had run many of the CIA's most controversial paramilitary operations, from Vietnam and Laos to the JMWAVE operations against Fidel Castro's Cuba.

When Bush was CIA director in 1976, he appointed Shackley to a top clandestine job, associate deputy director for operations. But Shackley's CIA career ended in 1979, after three years of battling Carter's CIA director, Stansfield Turner. Shackley believed that Turner, by cleaning out hundreds of covert "old boys," was destroying the agency as well as Shackley's career.

After retiring, Shackley went into business with another ex-CIA man, Thomas Clines, a partner with Edwin Wilson, the rogue spy who later would go to prison over shipments of terrorist

materials to Libya. Clines himself would be convicted of tax fraud in the Iran-contra scandal, another controversy in which Shackley's pale specter would hover in the background.

But in 1980, Shackley was set on putting his former boss, George ush, in the White House and possibly securing the CIA directorship for himself. Shackley volunteered his prodigious skills to Bush in early 1980. Though that fact has come out before, Shackley's involvement in the Iran hostage issue, the so-called October Surprise controversy, has been a closely held secret, until now.

In 1992, the House investigators should have jumped when they saw the Shackley tie-in. The task force, which was examining charges that Republicans sabotaged Carter's hostage talks, already knew that other ex-CIA men were managing a 24-hour-a-day "Operations Center" at Reagan-Bush campaign headquarters to monitor Iran developments. Richard Allen had called the ex-spies a "plane load of disgruntled CIA" officers "playing cops and robbers." Some House investigators wanted the behind-the-scenes CIA role mentioned.

A "secret" draft chapter of the House task force report, which I also found in the storage room, stated that: "Many of the [Operations Center's] staff members were former CIA employees who had previously worked on the Bush campaign or were otherwise loyal to George Bush."

But that section was deleted from the publicly released version. Another task force discovery -- also dropped from the final report -- was that conservative "journalist" Michael Ledeen, another Shackley associate, was privately collaborating with the Reagan-Bush campaign on the Iran hostage issue.

The draft chapter said Ledeen was an unofficial member of the campaign's "October Surprise" group. A separate page of Allen's notes revealed Ledeen joining campaign director, William J. Casey, in a Sept. 16 meeting for what was called the "Persian Gulf Project." In 1980, Shackley had teamed up with Ledeen as paid consultants to a "war game" for SISMI, the Italian intelligence service with close ties to the secret international right-wing Masonic lodge, P-2.

As the 1980 campaign neared its end, Italian intelligence leaked a damaging -- and questionable -- story to Ledeen about President Carter's brother Billy and his business ties to Libya. Ledeen wrote the story for The New Republic without mentioning that he was working for SISMI or assisting the Reagan-Bush campaign. (See David Corn's The Blond Ghost, p. 359.) Shackley had strong bonds to many CIA officers still in the government, too.

Donald Gregg, who also has been linked to the October Surprise allegations, served under Shackley's command in Vietnam. In 1980, Gregg was the CIA liaison inside Carter's National Security Council, making him privy to secrets about the hostage talks. Gregg would later become national security adviser to Vice President Bush and a secondary figure in the Iran-contra scandal.

A Paris Tale

But the pivotal October Surprise question still turned on whether Reagan's campaign director Casey and vice presidential nominee Bush met face-to-face with Iranian mullahs in 1980.

According to one set of allegations, the pair slipped off to Paris for such a meeting on Oct. 19, 1980. Four French intelligence officials, including France's spy chief Alexandre deMarenches in statements to his biographer, placed Casey at the Paris meeting.

But two other witnesses, a pilot named Heinrich Rupp and Israeli intelligence official Ari Ben-Menashe, also claimed to have seen Bush in Paris that day.

Ben-Menashe testified that Casey and Bush were accompanied by active-duty CIA officers. Rupp, who says he flew Casey from National Airport to Paris, recalled that the flight left very late on a rainy night. The night of Oct. 18 indeed was rainy and sign-in sheets at the Republican headquarters showed Casey stopping at the Operations Center for a 10-minute visit at about 11:30 p.m.

The headquarters in Arlington, Va., was only a five-minute drive from National Airport. Casey also had no credible alibi for his whereabouts on that day. (See The Consortium, Feb. 14). Bush, however, was a different story. He was under Secret Service protection and those confidential records listed him as taking a day off from the campaign at his home in Washington.

Yet, there were troubles with Bush's alibi. None of the Secret Service agents could recall the two personal trips that Bush supposedly took in the morning and afternoon of Oct. 19. Then, the Bush administration blocked access to one family friend listed as receiving a visit from the Bushes in the afternoon.

The name was blacked out in the records given to the task force, and the investigators only got the name by promising to keep it secret and to never question the family friend. In a bipartisan spirit, eager to repudiate the disturbing Bush charges, the House task force acquiesced to these unusual terms.

Amazingly, the purported alibi witness was never interviewed. In its first public statement on July 1, 1992, the task force cleared Bush. That decision meant the investigators found no need to explain another curious fact.

At PBS FRONTLINE, we had discovered that on Oct. 18, 1980, a Chicago Tribune reporter named John Maclean told a U.S. foreign service officer, David Henderson, that a Republican source had supplied a fascinating tip -- that Bush was flying to Paris to discuss the hostages with Iranians.

That two strangers -- Maclean and Henderson -- would have discussed a Bush trip to Paris at the precise time that others would allege, years later, that Bush left the country should have raised the task force's eyebrows. At least, the investigators should have questioned the Bush family friend. But they didn't.

(Allen's notes for that week reveal a meeting with Maclean, although the reporter has refused to divulge the name of his source.)

To the task force, the possibility that former and current CIA officers conspired with

Republicans and foreign intelligence services to unseat a President of the United States was unthinkable.

If true, it would have meant that elements of the CIA mounted a silent coup d'etat that undermined American democracy to put in place a President who would unleash the spy agency. But certainly what followed in the 1980s pleased the CIA's hardliners. Under President Reagan's CIA director William Casey, CIA covert operations proliferated. Dozens of cashiered CIA officers were brought back on contract.

Billions of taxpayer dollars were poured into CIA projects. The CIA was also spared Carter's nagging about human rights, as CIA-trained units launched death-squad operations throughout Central America and Africa.

A real politick Zeitgeist took hold in Washington. It tolerated drug smuggling by CIA-connected groups, including the Nicaraguan contras and the Afghan mujahadeen. It watched passively as CIA associates plundered the world's banking system, most notably through the corrupt Bank of Credit and Commerce International (BCCI), which also had paid off a key Iranian in the October Surprise mystery. (See The Consortium, Dec. 31)

Connally's False Alarm

Still, regardless of what did or didn't happen in Paris, Bush was jittery on Oct. 27, 1980. If Connally was right, Carter might have offered Iran a deal so sweet the mullahs couldn't refuse. But as it turned out, Connally's news was garbled. It was true that Israel had shipped military spare parts by air to Iran a few days earlier.

But the shipment had been in defiance of Carter, not part of a solution to the hostage crisis. In 1992, ex-President Carter told the congressional investigators that Israel's Likud government had opposed his re-election. According to other notes I found in the storage room, Carter said that from April 1980, "I felt Israel cast their lot with Reagan." Carter sensed a "lingering concern [among] Jewish leaders that I was too friendly with Arabs."

But the House task force had little interest in pulling strings that might unravel a nasty national security scandal. Luckily for the CIA, the chief investigator, E. Lawrence Barcella Jr. was a favorite of the intelligence community and had worked closely with many of the figures implicated in the October Surprise affair. For instance, BCCI paid Barcella and his law firm more than $2 million to fend off charges of corruption and money-laundering.

At that time, Barcella's senior law partner was former Sen. Paul Laxalt, Reagan's finance chairman in 1980 who allegedly had covered up secret payments to the 1980 campaign from the Philippines Ferdinand Marcos. (See The Consortium, Jan. 15) Barcella was also close friends with Michael Ledeen. The two men shared a housekeeper and socialized together.

In 1982, when Barcella was the lead prosecutor in the Edwin Wilson case, Ledeen visited Barcella's home one night to urge that the prosecutor drop Shackley from the investigation. Neither Barcella nor Ledeen saw anything wrong with Ledeen's out-of-channel contact. "He just wanted to add his two-cents worth," Barcella told me. "This is a community in which people help

friends understand things," Ledeen explained. Shackley was soon cleared of complicity in the unsavory Wilson matter.

In 1993, Barcella would also find "no credible evidence" to support the October Surprise charges. But as we have shown in the first six parts of this series, a wealth of evidence that pointed in the opposite direction was left out of the final report. For instance, there was no reference to BCCI's secret money deliveries to October Surprise suspects, no mention of Ledeen, Shackley or the other ex-CIA men assisting the Reagan-Bush campaign on Iran, no word about Laxalt and the Marcos money -and nothing about Bush's phone call.

January 13, 1993 – House finds no Evidence of October Surprise

On January 13, 1993 a $1.3 million congressional investigation announced that it had found no credible evidence that Republicans conspired with Iran in 1980 to delay the release of American hostages until after the US election.

The report stated that, "there was wholly insufficient credible evidence of any communications by, or on behalf of, the 1980 Reagan presidential campaign with any persons representing or connected with the Iranian government, or with those holding Americans as hostages during the 1979-1981 periods," the summary said.

"There is no credible evidence supporting any attempt or proposal to attempt, by the Reagan presidential campaign…to delay the release of the American hostages in Iran," the task force concluded after an 11-month investigation.

The report itself, which runs several hundred pages, contains detailed information rebutting allegations that senior Reagan aides -- among them the late William J. Casey who served as his campaign manager and then headed the CIA -- took part in meetings in Europe with Iranian representatives. The report also discusses in detail attempts by the Carter administration to achieve freedom for the 52 Americans. The Reagan campaign feared those efforts would bear fruit at the 11th hour -- in what they termed an October Surprise -- and result in victory for the Democratic incumbent.

The hostages were in fact freed just hours after Ronald Reagan's January 20, 1981, presidential inauguration, when unlike winning the election the previous November, the president actually becomes president and takes over control of the government.

Subsequently, allegations appeared that Reagan's campaign cut a deal with Iran to delay the release of the hostages in return for US spare parts and other weapons. This deal became known as the October Surprise. But the task force reported that in its first term the Reagan administration "upheld the arms embargo with Iran and encouraged its allies to do the same." But in its second term, the Reagan administration did sell Iran arms in return for the release of Americans taken hostage in Lebanon.

The congressional leadership decided last February (1992) to get to the bottom of the "October Surprise," allegations, establishing separate Senate and House task forces. The Senate panel conducted a far smaller inquiry than the House group but issued a similar conclusion last November; essentially white washing the whole affair. Unfortunately, the people responsible for these events were far too powerful to allow any testimony to be heard that would corroborate these claims.

The chairman and ranking minority members of the House task force, Rep. Lee Hamilton, Democrat of Indiana, and Rep. Henry Hyde, Republican of Illinois, issued an interim report last July denying allegations that Bush, as Reagan's running mate, went to a meeting with the Iranians in Paris.
The House panel, with the help of Justice and Treasury Department agents, interviewed 230

people in the United States and around the world and reviewed tens of thousands of government documents, including many classified ones. Of the five people said to have independent knowledge of purported 1980 meetings in Madrid between Casey and Iranians, three testified under oath that they did not know about the alleged encounters, the summary said.

April 23, 1993 - The 23 Enigma “Payback is a Bitch”

On April 23, 1014, Good Friday, forces under Brian's son Murchad met and annihilated the Viking coalition at the Battle of Clontarf, near Dublin. After the battle, a small group of Norsemen, flying from their defeat, stumbled on Brian's tent, overcame his bodyguards, and murdered the elderly king. Victory at Clontarf broke Norse power in Ireland forever, but Ireland largely fell into anarchy after the death of Brian.

William Shake-Speare was born on April 23, 1564, in Stratford-upon-Avon (Warwickshire) and died on April 23, 1616.

Boston Latin School was founded on April 23, 1635.

My grandfather William Warwick II (Jr.) was born in an alleyway in New York, New York on April 23, 1933.

Robert Anton Wilson wrote in his book, The Illuminatus Trilogy on page 1 that the whole story starts on April 23.

Let's not forget that Princess Leia was held in prison cell number AA23 in the original Star Wars movie are 23 chromosomes in human DNA.

Gnostic paintings often depict people touching their middle finger to their thumb, to signify the hidden lineage of Jesus Christ and Mary Magdalene.

Of course the peace, or victory sign can also be said to contain the 2 fingers up and three down of 23…

But what I am about to share with you has nothing to do with any of that…I think.

On April 23, 1980 a daring rescue mission by elements of the American Army Rangers Special Forces now known as “Delta Force” conducted a miserably failed mission to attempt to rescue the 52 American hostages being held by the Iranians. At least that is what George Bush and Company wants the world and the American people to believe.

It was April 13, 1993 and although we did not speak much since he got out of federal prison, I decided to call my father on Easter Sunday in April of 1993 and ask him some questions that I had about the night back in 1985 when he told me about the failed mission to save the hostages in Iran. Apparently, he forgot the story he had told me seven years prior or he was avoiding any questions about it, I wasn’t sure which. It was certainly out of character for him, to simply, “forget,” something.

Back in 1985 my father tried to explain to me how President Carter had personally promised the Ayatollah of Iran, that the United States would not attempt to “rescue,” the hostages.

Unfortunately, this was in exact opposition to what some elements within the US military intelligence were planning. Formed in November 1977, Delta Force as it came to be known was finally given the go-ahead to join the ranks of Special Forces elements with their own headquarters inside Fort Bragg, North Carolina.

After years of pleading, and trying to form a a dedicated unit, Colonel Charlie Beckwith finally got the go ahead to form his own commando force. Some were cautious about this new group of clandestine warriors fearing that a Gestapo like element was going to take over the higher ranks and ethos of the proud Special Warfare fighter's tradition of fighting for the freedom of the oppressed.

Those fears would become a reality when in later years Delta Force seemed to become a private top-secret group of professional mercenaries used by politicians like George Bush to enforce their political and economic interests at will. Just as in the invasion of Panama to get Manuel Noriega and other forays into murky geo-political warfare, Delta Force was increasingly becoming the private Praetorian guard of the new roman emperors of America, fighting their own private little wars.

But back in 1977 everyone wanted a piece of the action and no one really cared or thought about the future consequences of their actions. Everyone recognized the need to combat terrorist activities and rescue American Hostages, just as the GSG-9 and other countries had anti-terrorist units, so too now did the United States.

Shortly after international terrorists began hijacking airplanes, and just a few weeks after George Bush and about 800 other CIA employees were fired, Delta Force Operational Detachment "D" was finally given the congressional authority and funding to begin training as an anti-terrorist and hostage rescue unit.

My father was one of the first soldiers recruited by Colonel Beckwith, since my father had done his basic training at Fort Dix in New Jersey, where Colonel Beckwith was the Commanding Officer in May 1974. So as my father said, they knew each other for years before Delta Force became a real unit. When Delta did form on November 19, 1977 my father was already on a list for recruitment.

The unit was an all-volunteer group of course, consisting of mostly Army Green Berets, but mixing in other units from the Air Force, and Marines etc. This was one of the reasons the Delta, triangle symbol was chosen to represent a unified force of "operators," combining varied special knowledge and skills into one highly trained unit. Unlike conventional fighting units, who had strict regimens and operating parameters, the Spec Warfare soldiers were trained to be unconventional in their approach to all things.

Where conventional forces had certain uniforms and other codes to follow with regards to dress and combat uniforms, Delta forces would often grow beards and where blue jeans. This was due to their operating environment, which in the Iranian Rescue mission involved the possibility of troops being cut-off from the rendezvous points or extraction locations and might have to operate for some time behind enemy lines, where the average Iranian had a beard and wore Blue Jeans.

Not only did Delta operators look unconventional, they were also trained to act unconventional. Where command and control in regular units was very much a matter of strict protocol, the SF operators were trained to act independently of authority, often behind enemy lines and under torture.

Back then in 1979 my father told me, the "brass," (US military high command) wanted to activate reserves for the proposed rescue mission to save the hostages so that the Iranian and Soviet Intelligence agencies wouldn't notice any unusual troop movements and suspect that something was being planned.

That was why Beckwith asked him to volunteer for the mission, since he was in the Army Reserve. This particular mission, which became known as, "Operation Eagle Claw," was in fact just one facet of what really happened.

In 1985 my father explained how the area where they trained for desert rescue missions was deep in the Baha Desert area of California where there was a strip of land near an airport where there was only a strip of land about 10 or 20 miles wide at its widest point. Every time they did a night mission with the still fledgling Night Vision goggles, they had major problems. In particular the Helicopters they were using for the training and final missions, were not outfitted for desert warfare at all.

The Navy and Marines operated the 8 - MH-53D helicopters and they were plagued with serious hydraulic failures which should have precluded their use in any 500 mile round trip mission over desert sand dunes at night. But the missions were pushed on. The Delta guys and Beckwith my dad said, these were all 100% patriots, and all of them wanted nothing more than to be heroes and save Americans, the very thing that Delta was formed to do.

But after only a handful of some training missions, (in the Baha desert) my father said he began having doubts about the overall plan and success of the mission.

Besides the leaky hydraulics issues, my dad said that they didn't have the right kind of special sand filters which were needed to filter the fine sand that was kicked up by the helicopters when they flew at low altitude and taking off, landing and hovering, all of which was a requirement for the mission to rescue the hostages.

They had to fly at night, over sandy desert, with no visual aids to navigation, to a place they have never been, rendezvous with C-130's in the middle of the desert, refuel, then fly into Tehran, extricate the hostages, then fly back to the waiting carriers. (There was more to it than that, but even this was too tall of an order.)

My dad said that they could pull off a round trip mission of about 50 miles over desert like conditions, but a 500 mile round trip at low altitude, mountain top height, at night in the MH-53D was just a suicide mission.

Moreover he said, a major change in the mission training was initiated extremely late in the

training cycle when in late December 18-19 of 1979, just 90 days prior to actual mission was scheduled to take place, the Colonel that was in charge of the Helicopter Assault was none other than Colonel Oliver North, dismissed 9 of the original helicopter pilots and replaced them with new pilots.

So that's another reason why, although my father had trained for the mission right up until the last minute, in the end he declined to participate in protest, citing the reasons just given and hoping that others would follow suit. In my father's view it was more than just a suicide mission.

Although my father could never admit it, and never said so, he was sure that the unit was being set up for a fall, for political reasons, although at the time he hadn't figured out how or why someone would want that to happen. He didn't know about the secret deals that George Bush and his cadre were making, those revelations didn't surface until the Iran-Contra scandal broke.

He wasn't sure why there would be people within the US government, who would want them to fail, but he was sure that this mission would be a colossal failure - and when Colonel Beckwith, his friend and Commanding Officer for many years made the final call, my father respectfully declined to go on the mission.

I got the impression that Beckwith valued my father's opinion greatly, but my dad said that everyone was just too gung-ho about the mission to resist the opportunity to be a hero. My dad said he saw the writing on the wall, and if they were willing to send him on a suicide mission, then it was time to get out of the military, because that meant that he served his time and was now expendable, whereas on other missions he was in-expendable.

At least that's the best I can figure it. When this gets published someday, he'll be pissed, and maybe I am signing his death warrant by publishing this, but then if that happens, we will know for sure who the enemy is. But these days they were all becoming more and more expendable. Not only because new technologies were replacing Human Special Collection Elements like him, but also because, he knew too much already and there is no better way to get rid of a soldier that knows too much, than to send him on a suicide mission.

Now here I was, a young man now in college just barely 20 years old and I had figured that since the government had announced just a few months earlier on January 13, 1993 that they found no credible evidence of an, "October Surprise," that the heat would be off and we had nothing to worry about anymore. The Feds had just announced that they found no connection between the delayed release of the hostages and any wrongdoing by Bush and Company.

The congressional investigation said that after spending $1.3 million on the investigation, they found no "credible," evidence that Republicans conspired with Iran in 1980 to delay the release of American hostages until after the US election, despite the fact that numerous witnesses testified to such a back room deal.

However, if no deal was struck, then why did the Ayatollah release the hostages on the same day that Ronald Reagan was inaugurated and not a second before? What fundamental change in foreign policy made the fanatical Muslim leader suddenly release all the hostages with no

demands? It makes no sense, unless the Ayatollah had a really good motive to do so.

“There is wholly insufficient credible evidence of any communications by, or on behalf of, the 1980 Reagan presidential campaign with any persons representing or connected with the Iranian government, or with those holding Americans as hostages during the 1979-1981 period,” the summary said.

“There is no credible evidence supporting any attempt or proposal to attempt, by the Reagan presidential campaign . . . to delay the release of the American hostages in Iran,” the task force concluded after an 11-month investigation.

The several hundred-page report contains detailed information rebutting allegations that senior Reagan aides, like William J. Casey who was the Reagan/Bush campaign manager and DCI (Director of the Central Intelligence Agency) took part in meetings in Europe with Iranian representatives. Unfortunately, Casey died of unexpectedly before he could ever be questioned or testify, so I am not sure how much weight rebutting a dead man’s involvement in a conspiracy has in the real world since the man was never questioned.

The report discusses in great detail attempts by the Carter administration to reach a diplomatic solution to freeing the 52 Americans, while it completely ignores the Carter administrations use of the military to rescue the hostages.

The report asserts that the conspiratorial claims that the Reagan campaign feared that those diplomatic efforts would be successful at the last minute, in what was called an “October Surprise,” would have resulted in a 1980 election victory for President Carter, are unfounded.

Yet despite the white wash by the “bi-partisan,” investigations committee, no one can dispute that the hostages were released just minutes after Ronald Reagan was inaugurated on January 20, 1981.

Why would the Ayatollah of Iran wait until Reagan was inaugurated to release the hostages? I have seen raw ABC news footage where the hostages were already sitting and waiting on a plane to take them to an airbase in Germany, and their captors were on two-way radios waiting to get the go ahead to let the plan go. According to the news footage, the Ayatollah would not release the hostages until after he saw Ronald Reagan sworn into office and was officially President of the United States.

If a deal was struck between the Reagan/Bush campaigns, why not release the hostages when Reagan was elected president? Because the Ayatollah, with good reason, didn’t trust the Bush campaign and wanted to be sure that the men he was dealing with would actually be in power before he cut his deal to release the hostages? Hence waiting until the inauguration until the release.

Soon after the jubilation of the American people subsided, allegations began to surface alleging that the Reagan/Bush campaign cut a deal with Iran to delay the release of the hostages in return for much needed spare parts and US weapons systems like Stinger missiles. The congressional

task force reported that Reagan's first term, the administration, "upheld the arms embargo with Iran and encouraged its allies to do the same."

Yet we know for a fact that although the administration was publicly not cooperating with the Iranians, in Reagan's second term, the administration did sell Iran arms in return for the release of Americans taken hostage in Lebanon. Some have suggested that the second taking of hostages was because the deals cut with Bush were reneged on and although the Iranians gave up the hostages after Reagan was inaugurated, the Iranians never received their shipment of arms as promised.

Then there was the "crash," of a C-130 loaded with Special Operations troops coming back from the Middle East in Gander, Newfoundland, in 1985 after allegedly dropping off Stinger Missiles for shipment to Iran.

But again, according to conspiracy theories, the Reagan/Bush administration screwed the Iranians and so in retaliation the Iranians planted explosives on the Gander Flight, which killed dozens of American soldiers. Officially the flight crashed due to "icing," on the plane's wings, yet autopsies revealed that the men in the plane died of smoke inhalation, which would have been impossible if they died instantly from the crash.

The chairman and ranking minority members of the House task force, Rep. Lee Hamilton, Democrat of Indiana, and Rep. Henry Hyde, Republican of Illinois, issued an interim report last July denying allegations that Bush, as Reagan's running mate, went to a meeting with the Iranians in Paris. According to the House panel, with the help of Justice and Treasury Department agents, interviewed 230 people in the United States and around the world and reviewed tens of thousands of government documents, including many classified ones.

Of the five people said to have independent knowledge of purported 1980 meetings in Madrid between Casey and Iranians, three testified under oath that they did not know about the alleged encounters, the summary said. Yet no mention was made of the other two, who apparently did testify that they witnessed meetings between Casey and the Iranians? In the end it seemed that this was not much more than a congressional white wash of what really happened, they found only the evidence that they went looking for, ignored glaring inconsistencies, factual errors and common sense. Whatever really did happen back then, I figured, was no longer important.

So I was more than a little surprised when my father did his best to avoid my questions about these events. Uncharacteristically he sounded very nervous and tense and tried to end the call as early as he could. He tried to downplay the importance of it all, as though he was just realizing the implications, replying to me, "they wouldn't do that," referring to Delta Force not screwing up the mission on purpose.

But that's not what I was implying, Beckwith and all the other guys below him in rank, with perhaps the exception of Colonel Oliver North, would have no idea what was really being planned. Perhaps this is why North pulled his 9 Marine helicopter pilots out of the training mission in late December of 1979 and replaced them with 9 guys from another unit that he didn't care about?

I got the real impression of a calm cool collected mind suddenly jarred from its sleep, and I detected a certain sense of fear in his intonation, which was out of character for my dad. Then I remembered his dire warning to me after his late-night revelation in 1985, that if, “anyone ever found out,” that he told me what he did, “they would kill him.”

He never said who “they,” were. But about 8 days after he told me this whole story, I was jumped by a couple of crack heads while walking home from the grocery store. I broke out my journals and began reading things I hadn’t looked at in many years. It was amazing I still had my journals, after moving 13 times from 7th grade to 12th grade and having attended 5 high schools!

June 14, 1994 - Colonel Charlie Beckwith Dies

Col. Charlie A. Beckwith, who led the ill-fated mission to rescue 52 American hostages in Iran in 1980, died today. He was 65. His wife, Katherine, called the police after finding him dead in his bedroom in the morning. Police officials said he had apparently died of natural causes. Colonel Beckwith's 30-year military career included commanding daring missions in Vietnam and training the Army's antiterrorist Delta Team, also known as "Charlie's Angels."

Colonel Beckwith retired from the military in 1981 after the raid failed and ran a private security company in Austin, serving as a consultant. He later was a co-author of a book on his antiterrorist unit, "Delta Force: The Army's Elite Counterterrorist Unit" (Dell, 1985). His name was connected with another international event in 1987 when it was reported that he had been approached about a plot to assassinate the President of Honduras in 1984 and tipped off the Federal Bureau of Investigation. In addition to his wife, he is survived by three daughters.

January 17, 1996 – UFO Researcher Phil Schneider Strangled to death

No one has shook up more those who have been following UFO fact and rumor the past low years than Phil Schneider. Schneider died Januarv 17, 1996, reportedly strangled by a catheter found wrapped around his neck. If the circumstances of his death seem highly controversial, they are matched by the controversy over his public statements uttered recently before his death.

Phil Schneider was a self-taught geologist and explosive expert. Of the 129 deep underground facilities Schneider believed the U.S. government had constructed since World War II, he claimed to have worked on 13.

Two of these bases were major, including the much rumored bioengineering facility at Dulce, N.M. At Dulce Schneider maintained, "grey" - humanoid extraterrestrials worked side by side with American technicians.

In 1979, a misunderstanding arose.

In the ensuing shootout, 66 Secret Service, FBI and Black Berets were killed along with an unspecified number of "greys. It was here he received a beam-weapon blast to the chest which caused his later cancer.

If Schneider is telling the truth, he obviously broke the code of imposed silence to which all major black-budget personnel are subjected. The penalty for that misstep is presumably termination.

Schneider in fact maintained that numerous previous attempts had been made on his life, including the removal of lug nuts from one of the front wheels of his automobile. He had stated publicly he was a marked man and did not expect to live long. Some of Schneider's more major accusations are worthy of attention:

> (1) The American government concluded a treaty with "grey" aliens in 1954. This mutual cooperation pack is called the Grenada Treaty.
>
> (2) The space shuttle has been shuttling in special metals. A vacuum atmosphere is needed for the rending of these special alloys, thus the push for a large space station.
>
> (3) Much of our stealth aircraft technology was developed by back-engineering crashed ET craft.
>
> (4) AIDS was a population control virus invented by the National Ordinance Laboratory, Chicago, Illionois.
>
> (5) Unbeknownst to just about everyone, our government has an earthquake device: The Kobe quake had no pulse wave; the 1989 San Francisco quake had no pulse wave.
>
> (6) The World Trade Center bomb blast and the Oklahoma City blast were achieved

using small nuclear devices. The melting and pitting of the concrete and the extrusion of metal supporting rods indicated this. (Remember, Schneider's forte, he claimed, was explosives.)

Finally, Phil Schneider lamented that the democracy he loved no longer existed. We had become instead a technocracy ruled by a shadow government intent on imposing their own view of things on all of us, whether we like it or not.

He believed 11 of his best friends had been murdered in the last 22 years, eight of whom had been officially disposed of as suicides. Whatever we think of Phil Schneider's claims, there is no denying that he was of peculiar interest to the FBI and CIA.

According to his widow, intelligence agents thoroughly searched the premises shortly after his death and made off with at least a third of the family photographs.

1996 – Summary of Plane and Helicopter Crashes

January 29, 1996 - F-14 crashes into Tennessee neighborhood, kills five

NASHVILLE, Tennessee (CNN) -- A Navy F-14 fighter jet crashed into a residential neighborhood moments after takeoff Monday, exploding into flames and killing at least five people. Police and the mayor's office said those killed were the two crew members and three people on the ground. At least three homes were engulfed in flames. The plane took off on a training mission from Nashville International Airport shortly before 10 a.m. It crashed moments later about 2.5 miles from the runway which is shared by the Tennessee Air National Guard.

"It took off, went straight up and straight down," said Martha Bradley, a spokeswoman for the airport. Fire Department Lt. Wayne Renardson said it exploded into a "huge ball of flame." Nashville Mayor Phil Bredesen told reporters at the scene that emergency workers recovered the bodies of the two-man crew.

The Navy identified the pilot as Lt. Cmdr. John Stacy Bates, 33, of Chattanooga, Tennessee. The radar intercept officer was identified as Lt. Graham Alden Higgins, 28, of Dover-Foxcroft, Maine. Two of the people killed on the ground were identified as Elmer Newsom, 66, and his wife Ada, 63 who were in one of the homes destroyed by fire. Another unidentified man was found dead in the Newsom's home. The bodies were burned beyond recognition according to firefighter James Dean. "One guy was just sitting in his couch. He never had a chance," Dean said.

Local television coverage showed three homes on fire 30 minutes after the plane went down. A plume of black smoke could be seen for miles. Don Isert, who was driving near the airport, said, "It was moving so fast I couldn't even tell what shape it was, and then this huge fireball erupted and the heat came through the glass of my car." Tammy Burgess, who was driving to a restaurant at the time of the crash, said she saw the plane flying low over homes. "I saw the plane go down so fast," she said. "In the blink of an eye, it exploded. It was terrible."

Witnesses in the Luna Heights subdivision told of seeing the plane crash into the roof of a home.

They said some houses were demolished. "It just tore the house into shreds," said witness Rick Seele. "There's jet parts all over the place." In Washington, Navy officials confirmed the plane was an F-14 Navy Tomcat jet, a supersonic, twin-engine fighter, based at Miramar Naval Air Station in San Diego. It had flown into Nashville Sunday to refuel. The F-14 Tomcat is designed to attack enemy aircraft in all weather conditions and at night.

February 20, 1996 – F-14 Jet crashes in Pacific, kills two crew members

SAN DIEGO, California (CNN) -- An F-14 fighter jet crashed into the Pacific Ocean Sunday during training exercises, killing its two crew members, Navy officials said. Sunday's crash was the 31st F-14 Tomcat to go down in the last five years. The circumstances of the crash were not known, and the names of the dead were being withheld pending notification of relatives. The jet was part of Fighter Squadron 11, said Doug Sayers, a spokesman for Miramar Naval Air Station in San Diego. The last mishap involving an F-14 from Fighter Squadron 11 was Feb. 22, 1994, when two pilots bailed out of their jet after complications. Those crew members suffered minor injuries. Last month, a Navy F-14 crashed into a Nashville, Tennessee, neighborhood, killing two crew members and three people on the ground. The Navy is still investigating that crash.

February 22, 1996 - Navy orders all F14's to stop flying after another Crash

WASHINGTON (CNN) -- The Navy on Thursday ordered a halt to all F-14 flight operations for three days after another of the jets crashed in the Persian Gulf. The plane, an older F-14A from the carrier USS Nimitz, crashed in the northern Gulf Thursday morning during scheduled flight operations. The pilot and radar intercept officer ejected and were rescued by the ship's helicopter. The crash, the third of an F-14 this year, prompted the Navy to order a three-day "safety standdown" to determine if there is a safety problem with the jet. Navy officials insisted after the previous crashes that there was no safety problem with the F-14.

The two other crashes were of a F-14A in Nashville, Tennessee, and a newer F-14D in the Pacific. All three planes were from different San Diego-based squadrons. A one-time exception to the standdown will be granted to planes of the U.S. aircraft carrier America, which returns to Norfolk tomorrow, to allow its planes to fly off the carrier to their base at the Oceana Naval Air Station.

March 8, 1996 – Kentucky - Five killed in Military helicopter crash

Military officials were trying to pinpoint a cause Friday morning for a helicopter crash that killed all five crew members board. The MH-47 Chinook went down around 11 p.m. EST Thursday near the Tennessee state line, according to Lt. Col. Ken McGraw, public affairs officer for the Army Special Operations Command at Fort Bragg, North Carolina. The helicopter, from the 160th Special Operations Aviation Regiment at Fort Campbell, just west of the crash site, was on a routine training flight. The Army, which is investigating the crash, has not released the names of the crew members, pending notification of their families. The crash occurred near Olmstead in the south-central portion of Kentucky.

April 17, 1996 - Latest F-14 Crash in Virginia Beach, Virginia cause not yet determined

VIRGINIA BEACH, Virginia (CNN) -- Another F-14 crashed Wednesday, this one a U.S. Navy F-14B "Tomcat" based at Oceana Naval Air Station in Virginia Beach. The supersonic jet went

down Wednesday and exploded while on approach to the runway. Both the pilot and radar-intercept officer ejected safely and are in good condition, a Navy spokesman said. Nobody on the ground was injured in the crash of the F-14, which was assigned to Fighter Squadron 101, known as the Grim Reapers squadron.

The Navy was investigating, but had no cause yet in this latest in a spate of F-14 crashes -- the fourth this year. In its various forms, the F-14 has been around since 1973. Carrier-based pilots call it the Navy's most unforgiving aircraft and the hardest to land. Most of the time, these planes and the people who fly them perform as expected. But more than 30 times in the past five years, the dual-engine aircraft have crashed with either loss of life or major damage.

For example, the Navy blamed a crash in Tennessee three months ago on the jet's pilot. Investigators released computer animation last week backing up their theory that he took off even more steeply than controllers allowed, showing off for his parents, who were watching. It appeared the two-man crew became disoriented in the clouds. Both died, as did three people on the ground. The same pilot crashed another F-14 nearly a year earlier. His accidents prompted investigators to call for more training.

The problems leading up to F-14 accidents are sometimes mechanical. The Navy believes leaking engine oil may have caused a recent crash. A plane with a similar leak caught on fire in mid-air two years ago. The Navy is already spending $80 million to upgrade engines on the older models, which pilots complained were under-powered. But under current budget plans, the F-14 won't be in service much beyond the turn of the century, so upgrade money is limited. After crash number three in February, the Navy grounded its entire F-14 fleet for three days while crews went over flying and safety procedures. Of the four planes that have crashed so far this year, two had new, improved engines.

On Tuesday, a House Procurement Subcommittee held a hearing on the F-14. Its Republican chairman said during the hearing that more money in the defense budget might make it safer. After the hearing, House Speaker Newt Gingrich wrote to President Clinton, suggesting a possible connection between the age of the F-14 fleet and the number of recent crashes. His letter was timed to reach the president in Asia as he visited the Navy's oldest carrier, the Independence. Clinton's visit began just hours before the latest F-14 crash in Virginia. Correspondent Mark Leff and the Associated Press contributed to this report.

May 6, 1996 – Former DCI Colby Dies in “Canoeing,” Accident

Less than two months later, the former DCI was reported missing. By Monday 6 May 1996, Colby's body was found. It was later reported that Colby died following a "canoeing" accident on the Wicomico River, Maryland. Tatum and many others (including this writer) doubt this. Throughout his life, Colby had an all abiding fear of water. It would have been entirely out of character for him to step voluntarily into a boat, let alone a canoe. Whatever happened to Colby, it wasn’t an accident. The real question we need to be asking is what Colby might know that would be cause for him to be killed by someone or some group.

May 10, 1996 – North Carolina – 14 Marines killed in Mid-air Collision

Marines flying two helicopters that collided in the dark during a war exercise made no apparent mistakes during a dress rehearsal the night before, the deputy Secretary of Defense said Saturday. ``Everything was done the way it ought to be done," John White told reporters from

the Cherry Point Marine Corps Air Station, about an hour's drive from the site of the crash that killed 14 servicemen and seriously injured two others.

Marine investigators waded chest-deep through a dank swamp Saturday in search of clues to the cause of the collision between a CH-46E Sea Knight troop carrier and an AH-1W SuperCobra assault ship. The Camp Lejeune collision left one helicopter so torn up that investigators said it was hard to identify. The accident happened at 2 a.m. Friday while the aircraft were participating in war games involving British and American troops massed off the North Carolina coast. No British troops were involved in the accident.

“I have no indications of a possible cause at this time,” public affairs officer Maj. Steve Little said Saturday. White, who attended a memorial service earlier aboard a helicopter assault ship, said the choppers hit at an altitude of about 300 feet. He said troops had conducted a full-dress rehearsal of the exercise the night before the crash, and that he believed the helicopters involved were safe. They were wearing night-vision goggles during the rehearsal and when they crashed.

The investigation at the crash site was suspended by darkness Friday night, but resumed at daybreak Saturday, Little said. All of the bodies were recovered Friday afternoon. The pilot and co-pilot of the CH-46E, the only survivors of the crash, remained hospitalized Saturday. Maj. Charles A. Johnson of Fairfax, the pilot, was listed in critical condition at Pitt County Memorial Hospital. First Lt. Walter W. Kulakowski of Alachua, Fla., was in stable condition at Camp Lejeune Naval Hospital.

June 13, 1996 – Townsville, Australia - Helicopter crash kills 18 soldiers

Two Blackhawk army helicopters collided and burst into flames last night during training exercises, killing 18 commandos in Australia's worst peacetime military accident in three decades. Ten others were hospitalized in Townsville, home to a large army base in the tropical northeast about 700 miles from Brisbane. Three were critically injured. A spokesman for the Australian Defence Force, Brigadier Adrian D'Hage, said the two helicopters had been flying about 165 feet above the ground in darkness when they collided at speeds of 70 mph.

June 19, 1996 - F-18 test plane crashes near East St. Louis

BETHALTO, Illinois (CNN) -- An F/A-18 fighter jet doing aerobatic maneuvers while practicing for an air show crashed Wednesday near St. Louis, killing the pilot and destroying a house across the street from the St. Louis Regional Airport. No other injuries were reported. The plane, which was being flown by a pilot for St. Louis manufacturer McDonnell Douglas Corp., had spent the afternoon performing aerobatics in the area.

"He started doing an outside roll ... and when he got to the top of the roll something went wrong; he stalled or something," said Gene Siglock, who lives in an unincorporated area near Bethalto, about two blocks from the crash site. "He started coming down, and I lost him behind some trees.” The pilot was the only person on board the McDonnell Douglas aircraft, a spokeswoman for the St. Louis-based company said. The jet was undergoing tests, said Larry McCracken, a spokesman for McDonnell Douglas. The pilot landed at the St. Louis Regional Airport in Bethalto, which is often used by McDonnell Douglas, and crashed shortly aftertaking off again, said Brenda Curtis, secretary for the regional airport authority. Another McDonnell Douglas

spokesman, Fred Hill, said the plane was preparing for an air show in the Czech Republic next week.

While Pentagon sources say the plane was an older "C" model F/A-18, McDonnell Douglas said it was a new plane. Both agree that the Navy was the original owner, but the plane was leased back to McDonnell Douglas. The crash happened in a Bethalto subdivision about a mile away from the end of the airport runway. There were reports of a power outage resulting from the crash, which happened at 3:45 p.m. EDT. Although the fighter plane was not under military command at the time of the crash, it was the third military aircraft to be involved in a crash this week.

Tuesday, two Army helicopters crashed into each other during a demonstration exercise at Fort Campbell, Kentucky. And it was the latest in a string of military aircraft crashes that have drawn widespread media attention this year. A Government Accounting Office study released in February said the peacetime safety record for military aircraft has improved over the last 20 years. But, it said, human error plays a role in almost two-thirds of the accidents.

July 11, 1996 - Child killed when Air Force F-16 jet crashes in Florida

PENSACOLA, Florida (CNN) -- An Air Force F-16 fighter plane crashed in a residential area in northeastern Pensacola, Florida, Thursday afternoon, killing a 4-year-old boy. Authorities said the pilot of the plane was able to eject safely. Witnesses said the plane crashed into one house, slammed into a car, then hit another home.

The neighborhood was evacuated when a fire broke out after the crash, and electrical power was cut off to the area as a precaution, said reporter Jim Pennington from CNN affiliate WKRG. The F-16 was flying from Shaw Air Force Base in South Carolina and was being relocated to Eglin Air Force Base near Fort Walton Beach, Florida, because of the approach of hurricane Bertha. A second jet, possibly a companion jet on a mission with the F-16, continued circling the crash site so rescuers could quickly find it, witnesses said.

August 8, 1996 - Wallop's Island VA - an F-18 crashes off coast on routine training

Two U.S. military reserve planes crashed in the same region in separate incidents Thursday and the pilot of one was missing, officials said. An official spokesman said a Marine Reserve F/A-18 fighter attack plane, on a routine air training exercise, crashed in the Atlantic after disappearing from the radar screen near Wallops Island, Va. There was no indication yet what had happened to the pilot. The Coast Guard said later it found debris in the Atlantic about 40 miles east of Ocean City, Maryland, which is about 40 miles north of Wallops Island.

August 8, 1996 - Maryland - Less than 100 miles from F-18 crash an A-10 also crashes

In eastern Maryland, less than 100 miles from the first crash, an Air National Guard A-10 Thunderbolt tank buster plane crashed and the pilot was taken to a hospital, Guard spokesman John Hoffman said. There was no immediate word on the pilot's condition. Hoffman said the A-10 plane was on a "functional check flight" when it crashed.

August 18, 1996 - Air Force probes Wyoming C-130 crash – Presidential

JACKSON HOLE, Wyoming (CNN) -- The pilot of a presidential cargo plane flying to President Clinton's birthday party may have been trying to return to the airport when the C-130 slammed into a mountain minutes after takeoff, killing all nine people on board. Air Force accident evaluation specialists flew to Wyoming Sunday to investigate the remote crash site, which was located at about 11,000 feet just South of Yellowstone National Park. Authorities hoped to recover the voice cockpit recorder and flight data recorder from the scene, among other things. One Secret Service employee and at least eight crew members were aboard the C-130 when it crashed Saturday at 10:48 a.m. MDT (12:48 a.m. EDT) near Sheep Mountain, also known as Sleeping Indian Mountain. President Clinton had been vacationing in the area and left some five hours before.

"There are no signs of survivors and by the nature of the wreckage none was expected," said U.S. Forest Service spokesman Dan Ellison. But rescuers "haven't given up hope." The plane was en route from Jackson Hole to John F. Kennedy International Airport in New York, where Clinton traveled from Washington Sunday to celebrate his 50th birthday, which falls Monday. Clinton returned to the White House early Sunday after a nine-day vacation in Wyoming.

"I was told that they thought the pilot had turned around to come back to the airport," President Clinton said Sunday of his initial overnight briefing. He offered his and the First Lady's condolences to the victims' families. "This is especially painful to us because they worked for me," Clinton said. "They did an invaluable service, and I'm very, very sad about it.

A group of 28 emergency workers traveled overnight by foot and horseback to reach the scene before dawn. They searched for possible survivors and worked to stabilize and secure the scene. Plane debris was still burning when they arrived, but even though the area has been very dry, authorities were not concerned about a forest fire because the crash scene was above the timberline.

The crash site is in the Bridger-Teton National Forest, a part of the Gros Ventre Wilderness. The plane went down in a designated wilderness area, and crews worked to establish good landing zones for helicopters on the mountainside. The nearest road is more than two miles away, said Scott Fitzwilliams of the U.S. Forest Service. The Jackson Hole airport is over 6,000 feet above sea level, making take-offs more difficult because of the thinner air. The airport is a small facility and has no control tower.

Pilots have been critical of the short runway and the close proximity of the mountain ranges to the airport, but Park spokeswoman Linda Olsen downplayed those factors in this crash. The C-130 Hercules, designed for combat airlift missions with quick departures from short runways, should have had no problem at that altitude, U.S. Air Force Captain Todd Vician said. The plane's fuel tanks which can hold some 9,200 gallons, were onlyhalf full, according to Don Holloway, operations director of Jackson Hole Aviation.

"So, weight was not a factor," he said. "They did everything by the book." The four-engine turbo prop was carrying one vehicle and luggage, all related to the president's vacation in Wyoming, said Holloway. The plane, considered a workhorse of the Air Force's transport fleet, was built in

1974 by Lockheed Martin. The crew was from Dyess Air Force Base in Abilene, Texas, a base spokesman said. The Associated Press and Reuters contributed to this report.

August 22, 1996 – F-18 Fighter jet crashes off Virginia U.S. East Coast

WASHINGTON (CNN) -- A Marine Corps fighter jet crashed into the ocean off the East Coast Thursday. The condition of the pilot was not immediately known. The Coast Guard was searching the waters, but the exact location of the crash was not known. The plane crashed somewhere off the coast near Delaware, Maryland and Virginia. The F/A-18 Hornet went down at about 9:55 a.m.

A parachute was not visible as the plane went out of control, reports indicate. It is believed that the jet was a single seat version. The fighter/attack jet was based at Andrews Air Force Base in Maryland as part of a Marine Corps Reserve unit, said Gunnery Sgt. Don Hooper. The Associated Press contributed to this report.

August 22, 1996 - Military Suspends Routine Air Operations

After two more U.S. fighter planes crashed Thursday, the Air Force combat command cancelled most operations Friday to try and seek an explanation for the proliferation of disasters this year. On August 8, 1996 a Marine reserve F/A-18 fighter attack plane and an A-10 Attack plane crashed within 100 miles of each other off the east coast of Virginia and Maryland.

The Pilot of the F-18 is still missing. These were the latest in a series of crashes including one in Croatia that killed Commerce Secretary Ron Brown, four Navy F-14 crashes and helicopter crashes including a spectacular training collision. The Air Combat Command, which operates about a fourth of all Air Force planes, cancelled routine operations Friday for a "Safety Day" and ordered units to examine every part of their operations to find out if anything was wrong and needed to be fixed.

The move came after four crashes in the past month, including one of President Clinton's support planes as it left Jackson Hole, Wyoming, after the Clintons' vacation there. "We must step back from the day-to-day pressures of the mission and spend a day identifying and quantifying the risks associated with everything that we do, then devising practical ways to mitigate those risks," the command's chief, Gen. Richard Hawley, said. The Navy and Marine Corps suspended operations earlier in the year for similar reviews.

But officials say no common cause has been found for the crashes, not even the four F-14 crashes. In the worst incident, an F-14 smashed into a house in Nashville, Tennessee, killing both crewmen and three civilians inside. The Navy blamed the pilot, saying he may have taken off at too steep an angle to impress his parents. The Air Force passenger jet crash in Croatia that killed Brown and 34 other people, including a number of top U.S. business executives, was blamed on a deadly mix of errors.

One was a failure by commanders to follow Air Force orders against landing at airports without approved landing aids. In the worst helicopter crash of the year, a two-man AH-1 Cobra attack helicopter collided with a troop-loaded CH-46 Sea Knight in darkness as they took part in joint exercises with British forces, at Camp Lejeune, North Carolina. Fourteen of the 16 Marines on

the choppers were killed.

August 23, 1996 - Four killed in Arizona crash of U.S. military plane

YUMA, Ariz (Reuter) - A U.S. Marine Corps plane crashed during a routine training flight in southwestern Arizona Friday, killing all four crew members on board, officials said. It was the third U.S. military plane crash in two days. The unarmed EA6B Prowler aircraft went down in a remote area outside Yuma, and a search-and-rescue helicopter dispatched to the scene reported there were no survivors, said Gunnery Sgt. Rosemarie Fitzsimmons, a Marine spokeswoman.

"We can confirm that all four men are dead," she said. The plane, which is designed to jam enemy radar, crashed in an area inaccessible to vehicles near Welton, Arizona, about 40 miles east of the Marine air station in Yuma. It was part of the Marine Electronic Warfare Squadron-1 from Cherry Point, North Carolina, that was visiting Yuma for training exercises. The cause of the crash was under investigation, officials said. The latest incident follows two other military plane crashes Thursday on the East Coast.

A Marine reserve F/A-18 fighter attack plane crashed into the Atlantic Thursday morning and the pilot was missing. Hours later an Air National Guard A-10 tankbuster crashed less than 100 miles away and the pilot was taken to a hospital. Following Thursday's crashes, the Air Force combat command cancelled most operations Friday to seek an explanation for the proliferation of disasters this year.

But the cancellation did not effect Marine Corps' flying. Friday's crash was the latest in a series involving military planes this year, including one in Croatia that killed Commerce Secretary Ron Brown. In addition, four Navy F-14 planes have crashed and there have been a number of helicopter crashes.

September 6, 1996 – Orlando, Florida – Clinton support Helicopters crash

A helicopter providing logistical support for President Bill Clinton's entourage flipped over and burned today on an airport tarmac. Four people aboard the helicopter escaped without serious injury. Later, a second Marine CH-46 support helicopter was forced to land in Orlando after it had hydraulic problems. That incident was not related to the first accident. Clinton was not in the area, and no one was injured. He was being driven to an appearance at Valencia Community College.

A spokeswoman for the Orlando Fire Department, Kim Smith, said the CH-46 Sea Knight Marine troop transport helicopter was attempting to taxi down the runway when it flipped over and burned. The helicopter was on its way back to Quantico, Va., and was carrying a pilot, co-pilot, crew chief and mechanic. It was built in 1964.

October 26, 1996 – Persian Gulf - Chopper crash kills 1 – 2 missing

A U.S. Navy helicopter crashed Friday in the northern Persian Gulf killing one crew member and leaving two missing at sea. Nine of the 12 people aboard at the time of the crash have been rescued, the Navy said. The helicopter, an HH-60 "Seahawk", was flying a "routine training exercise" in the Gulf at the time of the crash according to the Navy. A search for the two missing personnel is still underway. Names are being withheld pending notification of next of kin.

January 19, 1997 - NORAD Warns Brazil that UFO is about to Crash

For more information on this excellent case contact:

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According to Brazilian UFO Researchers John Carpenter and Ricardo Varela Correa on the evening of January 19th, 1997 and into the early hours of January 20, 1997 the North American Air Defense Command (NORAD) contacted their Brazilian counterpart CINDACTA (Integrated Center on Air Defense and Air Traffic Control) and allegedly warns the Brazilians that a Unidentified Object was going to come down over the southern parts of Minas Gerais state.

This was allegedly witnessed and leaked by both a Brazilian Air Force man and an employee at the radar facility at Air Force Base VI Comar, who received the information according to these researchers. It's funny how information percolates to the top long after the events transpire. I had never heard of this case before, until seeing a documentary on TV and realizing that this could be a prelude and just another example of how much of a global presence the UFO's took on in the spring of 1997.

In fact if we go back to the previous year and notice that rash of unusually high military crashes and suspended flight operations, we must ponder whether or not many of these deadly encounters were the result of ET and human military interactions and conflicts. The Brazilian case has its own alleged suicide of a key witness who had given key testimony in a TV documentary shortly before his death.

January 20, 1997 - UFO crashes in Varginha, Brazil with Survivors!

01:30 AM

A farm working couple, Augusta and Eurico Rodrigues were awakened by the roams of the farm cows and sheep. When they looked out their window to see what the commotion was about they saw their animals running from one side of their pen to the other. As they looked up into the sky they saw a silent UFO without any lights. John Carpenter gives us an image of the UFO:

"It was a submarine-shaped "mini-bus" that was trembling like a curtain and emitting smoke or fog as it descended to at least 5 meters above the ground. A military witness now admits that it crashed, and he was part of the debris retrieval. Material was twisted and lightweight."

The Rodrigues couple's farm is placed in a coffee district northwest from the town of Varginha.

An American civilian was present when the cigar-shaped UFO was loaded aboard a flatbed truck in the early morning of January 20, 1997 according to Brazil's UFO Magazine.

Between the alleged crash site and the outskirts of park Jardim Andere where the EBE later on was first spotted and captured, lays a forest. A probable scenario is that a number of EBE's outlived the crash and went by foot through the woods and ended up in the park of Jardim Andere 6 miles southeast.

Local people immediately associated this spaceship with the EBE's who appeared 7 hours later. Some reports said that a farmer (not Rodrigues) shot one of the EBE's that crawled out of the crashed cigar-shaped UFO.

08:00 AM

According to John Carpenter - this is his description of the park:

"Jardim Andere is a district or suburban neighborhood where some houses are under construction. There is a grassy slope toward some woods between this district and the Santana district nearby".

College student Hildo Lucio Galdino, 20, who lives in the Jardim Andere section of Varginha, has reportedly told UFO investigators Ubirajara Franco Rodrigues and Vitorio Pacaccini that he saw one of the alien survivors shortly after 08:00 AM that morning. Opening his bathroom window, Hildo looked out and saw *"a creature with oily dark brown skin crouched in the alleyway."*

The alien, whom Hildo described as having *"very small hands with three extremely long fingers, kind of like a starfish"*, ran away when Hildo cried out. The creature had no hair and no clothing and was 4-5 feet in height.

09:00 to 10:00 AM

Several calls comes to the fire department (as early as 7:00 AM) about some wild animal on the loose in the northern city-park Jardim Andere, like a jaguar or a peccary. And in a confidential taped interview a sergeant of the fire station confirms that at 9:00 AM the Fire Department of Varginha was required to capture a strange animal in the area.

When four firemen arrived in a fire engine, they noticed that it was not a strange animal at all, and they also found the military already on the spot. The man in charge who send the four firemen to Jardim Andere to check the situation was Major Maciel. These firemen, at the moment they arrived there, called the major through radio and asked him to go there too as the situation was more complicated than they thought.

The Major arrived approximately 10:30 AM, but by then the capture of the EBE was already done. It was done with a net for wild animals and they used common gloves, but were afraid of radiation.

Morning – EBE video taped by Army

According to witnesses on spot there were some people, including children who threw some stone towards the EBE, who appeared apathetic to the way he was treated. He only gave away a noise similar to bees buzzing.

The address of where the EBE was captured is in front of the house at Rua Suecia 3, Jardim Andere. The EBE was then placed in a wooden box with a white plastic canvas-cover, stretched hard to really make insight impossible, and transported away by an army truck.

The military and firemen on the site were:

Lieutenant Colonel Olimpio Wanderley - Chief of operations
Lieutenant Tiberio
Captain Ramirez
Sargeant Pedrosa - Brazilian Army secret service S-2
Truck drivers from the ESA (military school, 25 kilometers from Varginha in the town of Tres Coracoes):
Major Maciel, chief of the first operation of capture
Corporal Cirilo
Soldier Vassalo
Soldier De Mello

All this is backed by a witness on the inside of the fire department with access to several classified information. Also by civilian witnesses like Henrique Jose da Silva.

Vitorio Pacaccini also says that there is proof of an existing videotape made by the army of one (or more) EBE's. First of all: many witnesses saw the army personal carrying a camcorder in the Jardim Andere park on January 20th 10:30 AM.

Two reporters who were in Varginha were also approached by a person who identified himself as the-cousin-of-a-son-of-a-military-man-from-ESA. This person said that he could get access to a film recorded at ESA showing the creatures.

He had already shown it to his cousin, who then offered it to SBT (Sistema Brasileiro de Televisao - Brazilian Television System), the second major TV network in Brazil.

The boy wanted 70,000 reais ($68,000). He visited the station and discussed the deal with the network director but didn't close the deal and later the boy said that he wasn't able any longer to deliver the video.

Also, a daughter of a Military Police-man (16 year schoolgirl) says that she has watched a "horrible film" that showed the captured creatures. As the girl's father realized the situation was dangerous, he vanished with the tape. Pacaccini says that he has many evidences that the film is still located in Varginha.

At the same time as the firemen capture the first seen EBE, more witnesses observed strange

movements. A lawyer in Varginha and former military witnessed two planes that he recognized as F-5's, at very low altitude.

As a former military man, he noticed the planes were not in natural formation but in attack formation. He also witnessed army vehicles near the woods (close to where the firemen captured the EBE). He was passing there and saw a truck carrying about seven soldiers in green campaign uniforms (camouflaged) and some of them in plain clothes.

There are even more witnesses to their activity.

A friend of this witness was in another position and says that he heard three shots and that the soldiers came back from the woods with two campaign sacks. One motionless and one moving. Another source has come forward and revealed that one of the soldiers shot one EBE three times in the chest and the creature died instantaneously.

The gun would be a FAL-type (FAL - Fuzil Automatico Leve, or Light Automatic Rifle). The details around this are still being investigated by researcher Claudeir Covo.

The military and fire department operation was held very quiet and smooth and both fire brigade and military did withdraw around 10:30-11:00 AM, along with the second military operation (which fired three shots).

The net-caught-EBE is said to have been moved directly to the Escola de Sargento das Armas (ESA) - a military school in the town of Tres Coracoes, 25 kilometers from Varginha.

The next following days a summarized number of 6 living EBE's and two dead was locked up at the ESA-base. Some curious civilians combed the park as the military/S-2 personal had left in their trucks but found nothing.

There is also information of a later S-2 (Brazilian Army secret service) operation at approximately 7:00-8:00 PM on January 20, where an unnumbered of EBE's was caught in the park.

A total sum of 8 EBE's:
- 1 dead.
- 2 injured (1 later dead).
- 5 unhurt and living.

01:30 PM – Secret Agents from S-2 Arrive:

The lawyer who made the observation around 10:30 AM above says that he noticed another search team arriving at 1:30 PM stopping at the opposite side of an earthwork shortcut, as he was leaving his office.

Another witness speak of a S-2 search-team in civilian clothes (haven't been able to find out how they was identified as S-2 men) around 1:30-2:30 PM in the same area. These two reports are probably of the same operation. They are believed to have found nothing.

3:30 PM – Three Girls discover another EBE

Three girls, two sisters - Liliane Fatima Silva (16), Valquiria Fatima Silva (14) and their friend Katia Andrade Xavier (22 which has three kids), was on their way home (lives at Rua Tapajos - Tapajos Street) from their jobs as housemaids.

As they are walking in the middle of the pathway in Jardim Andere (2 kilometers from the town center), Liliane Fatima looked over her left side and screamed.

A creature with three protuberances on the head and dark greasy skin was about 7 meters away next to a wall of an old garage.

The creature was squatting on the ground like it was hurt. This is from the Brazilian magazine "Isto E":

> *"It was squatting, with the long arms between its legs"*, recalls the girl. *"At first I saw the eyes, enormous and red."* Frightened, Liliane turned her back to the creature, while her sister Valquiria and her friend Katia continued to observe.

"It was not animal or human, it was a horrible thing", says Katia.

> *"It looked dumb, didn't make any noise"*, adds Valquiria. The creature, however, appeared to move slightly with the head and the three girls run away.

Forty minutes later, the mother of Liliane and Valquiria, Luiza Helena Silva (38), went to the spot to look for what had frightened her daughters (her husband Jose Lopes da Silva was at work as a bus conductor).

She found nothing except a peculiar smell which other witnesses, who heard the rumor and hurried to the spot where the EBE was seen, described as ammoniac.

The same smell was later reported independently by personal at the General Hospital where the alien was brought on the evening of January 20th.

Harvard professor and abduction researcher Dr. John Mack went down at the end of May and made a recorded interview with the three girls. To Carpenter, Mack has said:

> "He would stake his career and his license on those three girls being truthful."

Afternoon – The hunt for other EBE's and Captured EBE is taken to regional Hospital:

During the afternoon people are watching a number of army trucks on patrol in the city and around 7:00-8:00 PM the military from the Escola de Sargentos, along with officers from the military police secret service (called P-2) once again entered the park (according to John Carpenter it happened at 11:00 PM) and captured an injured EBE (I haven't found any testimonies from witnesses to this capture).

This capture was much more discreet that the first (10:30 AM), because the military arrived in plain clothes, using civilian cars. The creature was in the area, near the woods, where the military surrounded it and caught it.

The EBE was immediately taken to the General Hospital in the town center where the doctor ordered that the creature must be moved on to the bigger and better equipped Humanitas hospital, where it was easier to maintain and hide from curious civilians. The Humanitas hospital is also located 1,5 kilometers from the town center (Varginha has 3 hospitals in all).

A few nurses and personnel from Regional General Hospital had confirmed some facts and they were all suppressed. Individuals who had contacts with the second creature were advised to avoid press and UFO researchers and not to talk about it with anyone, not even their families or relations.

Researcher Ubirajara Franco Rodrigues came in contact with one of the nurses who was reluctant at first to talk about the commotion at the Regional Hospital but later revealed that one of the hospital-sections was closed for some hours in order to avoid access of employees, patients and visitors and that physicians came in from another town than Varginha.

According to her testimony, the director said that all that movement should be ignored, because "it was just a training for the doctors and military personal". According to the witness (a nurse) the meeting culminated with the following statement from the director:

"Here in Varginha there are people who like to deal with "cool things", I mean, supernatural, strange... It is probable that these people will look for you, specially that lawyer Ubirajara. TO THESE PEOPLE YOU MUST DENY EVERYTHING. I mean, do deny."

Police and army personal were guarding the closed hospital-section during the hours where the EBE was. But a number of civilians saw the creature closely and the rumor continued. Another witness, a friend of Ubirajara himself, revealed that she had been in the hospital entrance at 10:30 PM, together with a friend of her.

She asked the receptionist if it was true what the rumors said about the "little monster" received at the hospital. The employee confirmed, but also said that the creature had been moved to the Humanitas hospital. This is said to have happened around midnight between January 20, Saturday, and Sunday 21. So the nurse probably didn't know that the creature was still in the hospital waiting to be transported, but in the closed section. The transport was operated by the fire brigade.

Captain Alvarenga of the fire-brigade denies any participation from the fire brigades part to have moved the - now dead - EBE to Humanitas hospital. But right before he denied that Ubirajara had been in contact with the Regional Hospital director Mr. Adilson Usier, who confirmed that the Varginha Fire Department had participated in the corpse transport.

Captain Alvarenga then said it was a mistake of Mr. Usier. Later Mr. Usier denies the statement himself to the Brazilian UFO Magazine, saying: "We couldn't keep an extraterrestrial here, we

couldn't deal with it, nothing but humans."

In the hospital the aliens would be treated by doctor Rogerio (an orthopaedist).

He said: "I don't know how you could waste your time with that kind of stuff, it's nonsense. There's no extraterrestrials."

On the other hand the same doctor Rogerio said to a reporter from the Varginha news: "I don't know what it is (the ET), could be a freak (human), but I have never seen anything like it."

Evening – Dead EBE is moved to ESA and then to Campinas

As all this going on, two Americans is reported to have checked into a motel closeby to the Regional Hospital with strange equipment. They were later observed both at the Humanitas hospital (with the equipment and a camrecorder) and at the restaurant Churrascaria Gaucha, at Avenida Dr. Campos Sales 515 in Campinas, late in the evening of January 21.

> John Carpenter says: "Americans were known to have checked into a hotel with fake names who were apparently doctors. I know nothing about any equipment or their presence at the hospital".

All other military personal was forbidden to have their jackets on (!) and to use voice recorders, cameras and camcorders. Fire department and military police vehicles were seen outside the entrance with six men, as well as two men from the Army's secret service and some physicians.

The two secret service agents met earlier a Lieutenant from S-2, who arrived in a white brown Volkswagen (Fusca type) and stopped beside the "Paes Mendonca" supermarket, in Varginha.

Where from they were sent to the Humanitas hospital and were observed entring the hospital. Mrs. Thereza Starace de Magalhaes Teixeira of Campinas told researcher Ubirajara that her husband, Adalberto, who was in the Humanitas hospital for an operation, saw the dead alien being wheeled out of the morgue on a gurney.

The dead alien was kept at Humanitas hospital for approximately 30 hours before it was moved to the Escola de Sargento das Armas (ESA), where the military personal was stationed during the whole incident. The moving of the dead alien from Humanitas hospital took place at 6:00 PM on January 22nd and was witnessed by several witnesses.

The hospital is located right by a little peripheral road, which leads directly to the Fernao Dias-highway, which links Belo Horizonte to Sao Paulo, and that made the transportation very discreet. Although, the drivers of the trucks (3 in all) didn't seem to know what they were carrying and was held outside the hospital area until the transportation started.

The same convoy would leave the school in Tres Coracoes at 4:00 o' clock A.M., on Tuesday, January 23rd. Destination: Campinas (a much bigger city upstate Sao Paulo) where the "cargo" would have been delivered to another military unit, probably the Army Cadets Prep. School.

All this operation was coordinated by lieutenant-colonel Olimpio Wanderley Santos", says Mr. Rodrigues. "We have the testimony of an army officer from the Escola de Sargentos in Tres Coracoes who was directly involved in the operation.

He describes in detail everything that happened during those days", adds Mr. Pacaccini. In the 42-minute recording, this person says that decomposition had already begun and when the corpse left Hospital Humanitas the smell was pretty bad.

Interviews with some of the military who participated in this new operation, removing the creature from the Humanitas Hospital, declared that three Army trucks were used, each one driven by two different soldiers.

It is believed that three trucks were used to remove only one body in order to [prevent] the soldiers from knowing in which truck it would be transported. The drivers and their [escorts] couldn't see the details of the operations, as they were kept outside the hospital area.

Military personnel from the Army Internal Intelligence (called "S-2" in Brazil and extremely violent and repressive) were responsible for getting the corpse from the interior of the hospital, placing it in a box and then in one of the trucks." This was observed by several people as the police had stopped all traffic to ease the route for the three-truck and Jeep convoy.

February 19, 1997 – Saint Petersburg, Russian UFO

This well documented sighting appears to be very similar to the Greifswald, Germany Sightings.

This particular incident occurred over Saint Petersburg in Russia at approximately 7:15 pm, on the 19th of February 1997 and was recorded by a student named Yuri Arzamastsev from his kitchen.

The investigating officer Captain Pavel Syrchenko reported that, “At least three different videos were shot of this event from different locations with multiple witnesses some of which were Air Traffic controllers from a nearby Airport. The orange light formation was seen in a variety of locations in and around St Petersburg.”

Beginning at around 7:00pm local time and lasting for approximately 20 minutes on February 19, 1997 the residents of St. Petersburg, Russia began reporting a strange cluster of lights hovering overhead.

There were multiple witnesses from different parts of the city and numerous videos were made. Saint Petersburg air traffic controller Victor Laktushin described the lights as changing formation and being joined by other anomalous lights too.

These sightings were confirmed by a pilot who was on the runway at the time. Victor took sketches of the formations from the control tower as they changed shape. They witnessed strange objects appear on their radar screens and also strange lights became quite visible in the skies over the airport. When Victor went outside he remarked:

> “I sketched the event as it happened; the shape of the lights changed, left and then re-appeared. Others were watching through binoculars. There was an aircraft on the runway - they confirmed the presence of a UFO. I am perhaps better qualified than most witnesses but I can't say what it was - experimental craft? But why fly experimental aircraft over St. Petersburg?”

By 7-15p.m. the strange lights formed a "triangle" and reports of the UFO came flooding in from all over the city. Victor Laxtushin remains perplexed by the whole event. Uri Arzamastsev noticed the lights high in the sky and well above the horizon, through his kitchen window. Uri and his family captured the UFO on video.

The incident was officially investigated by Naval Captain Pavel Syrchenko, but he was officially unable to explain the event as any known military or civilian aircraft. The objects hovered over the city for 20 minutes and then just disappeared.

There are too many similarities between the St. Petersburg incident and the series of events which would later become known as "The Phoenix Lights". In both cases the appearance of a "triangular-shaped" craft was preceded and followed by strange, “orb,” lights in the sky. The escalation of UFO sightings worldwide foreshadowed the events that would later transpire in the United States in the next few weeks...

February 28, 1997 – Gamma Ray Bursts & UFO Propulsion Systems

Gamma-Ray Bursts – A Brief History & Timeline

October 1963: The U.S. Air Force launches the first in a series of "Vela" satellites carrying X-ray, gamma-ray and neutron detectors in order to monitor any nuclear testing by the Soviet Union or other nations in violation of the just-signed nuclear test ban treaty.

The Vela 5B nuclear test detection satellite was part of a program run jointly by the Advanced Research Projects of the U.S. Department of Defense and the U.S. Atomic Energy Commission, managed by the U.S. Air Force. It was placed in a nearly circular orbit at a geocentric distance of ~118,000 km on May 23, 1969. Vela 5B operated until 19 June 1979, although telemetry tracking was poor after mid-1976.

It was in 1969-70 that the Vela spacecraft first discovered gamma ray bursts. While modest in its size and limited by its high background, Vela 5B's long lifetime afforded it unique opportunities to provide major scientific contributions.

It was one of the first satellites to report the existence of gamma-ray bursts, and co-discovered X-ray bursts. Many papers have been published concerning the long-term variability's of X-ray binaries and the appearances of X-ray transients. The four Vela satellites recorded 73 gamma-ray bursts in the ten year interval April 1969 -April 1979.

July 2, 1967: The Vela 4a,b satellite makes first-ever observation of a gamma-ray burst. The actual determination would come two years later in 1969. The results would not be declassified and published until 1973.

September 1971: The Seventh Orbiting Solar Observatory (OSO-7) is launched. It carries an X-ray telescope designed to measure hard (very energetic) X-rays from sources across the sky. OSO-7 also includes a gamma-ray monitor.

1972-1973: Los Alamos scientists analyze various Vela gamma-ray events. They conclude that gamma-ray bursts are indeed "of cosmic origin." They publish their findings concerning 16 bursts as observed by Vela 5a,b and Vela 6a,b between July 1969 and July 1972 in the Astrophysical Journal in 1973.

1974: Data from Soviet Konus satellites is published, confirming the detection of these bursts of gamma rays.

1976: The start of the Interplanetary Network (IPN), a set of gamma-ray detectors placed on spacecraft studying the Sun and planets. These detectors work in unison to located gamma-ray bursts through a process of triangulation. By localizing the sources of GRBs to a few arc minutes, the IPN shows that these sources are not known sources of interest, such as X-ray emitters. The IPN continues today.

March 5, 1979: An unusual gamma-ray transient is found, later localized to the N49 supernova remnant in the LMC. This causes a controversy that lasts for over a decade: One side maintains

accidental coincidence (the thought was that GRB's could not come from anything as distant as the LMC galaxy), while the other maintains two classes of sources exist, and that this is a separate one from GRB's. Later study of Soft Gamma Repeaters by ASCA proves the latter to be correct. (And, GRB's do come from very distant sources.)

April 5, 1991: NASA launches the Compton Gamma Ray Observatory. Among its payload is the Burst And Transient Source Experiment (BATSE) instrument, which detects over 2,700 gamma-ray bursts in nine years. BATSE data proves that gamma-ray bursts are uniformly distributed across the sky, not concentrated along the plane of the Milky Way. This means that gamma-ray bursts originate far outside of the Milky Way galaxy. This disproves the galactic neutron theory. It also suggests that gamma-ray bursts have mind-boggling energies associated with them in order to be detectable across the entire observable universe. This marks a paradigm shift; gamma-ray bursts are now viewed as cosmological.

December 30, 1995: NASA launches the Rossi X-ray Timing Explorer, designed to study how the emission lines of X-ray emitting sources change with time. This will be used subsequently to study the X-ray afterglow of gamma-ray bursts.

April 30, 1996: The BeppoSAX satellite, a joint collaboration of the Italian Space Agency and the Netherlands Space Agency, is launched.

February 28, 1997: Using BeppoSAX, astronomers looking at GRB979228 detect an X-ray afterglow associated with a gamma-ray burst for the first time. This begins the era of studying GRB afterglows.

January 23, 1999: The afterglow of GRB990123 is detected within seconds of the initial burst. Based on careful analysis, astronomers determined that the energy is channeled (beamed) in narrow jets and that we detect GRBs only if the jet is aimed along our line of sight. The energy output of GRB990123 is put at 1043 watts — 1,000 times more luminous than quasars and one hundred quadrillion times more luminous than the Sun.

July 5, 1999: GRB990705 is detected. Analysis of the emission lines from the afterglow shows an iron-absorption feature that is characteristic of a supernova.

December 12, 1999: Observations of emission lines from GRB991216 afterglow from the Japanese X-ray satellite ASCA and NASA's Chandra X-ray Observatory detect iron lines. This helped pinpoint a distance to the burst.

January 21, 2000: Peter Meszaros, Bohdan Paczynski and Martin Rees are each awarded the Bruno Rossi Prize by the High Energy Astrophysics Division of the American Astronomical Society for their work on gamma-ray bursts.

March 26, 2000: BATSE detects its final burst, number 2,704.

October 9, 2000: NASA's High Energy Transient Explorer (HETE) is launched. The international, MIT-built HETE was designed to detect and rapidly pinpoint the location of

gamma-ray bursts.

December 11, 2001: GRB 011211 is detected. The European Space Agency's X-ray Multi-Mirror satellite finds evidence of silicon, sulfur, argon, and other elements in the shell of gas surrounding the burst. Such elements are typically associated with supernovae.

October 4, 2002: HETE detects a burst observed so quickly by other telescopes that scientists find evidence of the death of a massive star and the birth of what appears to be a black hole in its place.

October 17, 2002: The European Space Agency launches INTEGRAL, a gamma-ray observatory containing a burst detector. INTEGRAL detects several bursts during its first months of operation.

December 23, 2002: HETE detects the first "dark" gamma-ray burst with an afterglow. Such bursts, accounting for roughly half of all GRB's, were thought to be devoid of optical afterglows. This afterglow disappears within 2 hours -- meaning that if the afterglow hadn't been detected as quickly as it had, this GRB would've been labeled "dark". Perhaps no burst is truly dark if observed fast enough.

March 19, 2003: NASA announces compelling evidence that long-duration gamma-ray bursts (lasting over 10 seconds) form from the death of massive stars and simultaneous creation of black holes.

December 2003: NASA's Swift satellite is due to be launched. Swift will carry instruments designed to measure both GRB's and their afterglow in X-ray, ultraviolet and optical light wavelengths.

September 2006: The Gamma Ray Large Area Space Telescope (GLAST) will carry an instrument to detect gamma-ray bursts with photons thousands of times more energetic than what Swift detects.

February 28, 1997 – Gamma Ray Burst 970228

New Observations Illuminate the Most Powerful Explosions in the Universe. A distant burst of radiation hits the earth and the detectors on board the Italian Beppo-SAX satellite. Although incredibly intense, most of the radiation does not penetrate the atmosphere. But telescopes pointed toward a recent gamma-ray burst, called GRB 970228, found an optical afterglow that persisted for weeks.

About three times a day our sky flashes with a powerful pulse of gamma rays, invisible to human eyes but not to astronomers' instruments. The sources of this intense radiation are likely to be emitting, within the span of seconds or minutes, more energy than the sun will in its entire 10 billion years of life. Where these bursts originate, and how they come to have such incredible energies, is a mystery that scientists have been attacking for three decades. The phenomenon has resisted study--the flashes come from random directions in space and vanish without trace--until very recently.

On February 28 of this year, we were lucky. One such burst hit the Italian Dutch Beppo-SAX satellite for about 80 seconds. Its gamma-ray monitor established the position of the burst--prosaically labeled GRB 970228--to within a few arc minutes in the Orion constellation, about halfway between the stars Alpha Tauri and Gamma Orionis.

Within eight hours, operators in Rome had turned the spacecraft around to look in the same region with an x-ray telescope. They found a source of x-rays (radiation of somewhat lower frequency than gamma rays) that was fading fast, and they fixed its location to within an arc minute.

Never before has a burst been pinpointed so accurately and so quickly, allowing powerful optical telescopes, which have narrow fields of view of a few arc minutes, to look for it. Astronomers on the Canary Islands, part of an international team led by Jan van Paradijs of the University of Amsterdam and the University of Alabama in Huntsville, learned of the finding by electronic mail.

They had some time available on the 4.2-meter William Herschel Telescope, which they had been using to look for other bursts. They took a picture of the area 21 hours after GRB 970228. Eight days later they looked again and found that a spot of light seen in the earlier photograph had disappeared. There is more…

Confounding Expectations

For those of us studying gamma-ray bursts, this discovery salves two recent wounds. In November 1996 the High Energy Transient Explorer (HETE) spacecraft, equipped with very accurate instruments for locating gamma-ray bursts, failed to separate from its launch rocket. And in December the Russian Mars '96 spacecraft, with several gamma-ray detectors, fell into the Pacific Ocean after a rocket malfunction.

These payloads were part of a carefully designed set for launching an attack on the origins of gamma-ray bursts. Of the newer satellites equipped with gamma-ray instruments, only Beppo-SAX--whose principal scientists include Luigi Piro, Enrico Costa and John Heise--made it into space on April 20, 1996.

Gamma-ray bursts were first discovered by accident, in the late 1960s, by the Vela series of spacecraft of the U.S. Department of Defense. These satellites were designed to ferret out the U.S.S.R.'s clandestine nuclear detonations in outer space--perhaps hidden behind the moon. Instead they came across spasms of radiation that did not originate from near the earth. In 1973 scientists concluded that a new astronomical phenomenon had been discovered.

These initial observations resulted in a flurry of speculation about the origins of gamma-ray bursts--involving black holes, supernovae or the dense, dark star remnants called neutron stars. There were, and still are, some critical unknowns. No one knew whether the bursts were coming from a mere 100 light-years away or a few billion. As a result, the energy of the original events

could only be guessed at.

By the mid-1980s the consensus was that the bursts originated on nearby neutron stars in our galaxy. In particular, theorists were intrigued by dark lines in the spectra (component wavelengths spread out, as light is by a prism) of some bursts, which suggested the presence of intense magnetic fields.

The gamma rays, they postulated, are emitted by electrons accelerated to relativistic speeds when magnetic-field lines from a neutron star reconnect. A similar phenomenon on the sun--but at far lower energies--leads to flares.

In April 1991 the space shuttle Atlantis launched the Compton Gamma Ray Observatory, a satellite that carried the Burst and Transient Source Experiment (BATSE). Within a year BATSE had confounded all expectations. The distribution of gamma-ray bursts did not trace out the Milky Way, nor were the bursts associated with nearby galaxies or clusters of galaxies. Instead, they were distributed isotropically, with any direction in the sky having roughly the same number. Theorists soon refined the galactic model: the bursts were now said to come from neutron stars in an extended spherical halo surrounding the galaxy.

One problem with this scenario is that the earth lies in the suburbs of the Milky Way, about 30,000 light-years from the core. For us to find ourselves near the center of a galactic halo, the latter must be truly enormous, almost 600,000 light-years in outer radius. If so, the halo of the neighboring Andromeda galaxy should be as extended and should start to appear in the distribution of gamma-ray bursts. But it does not. (Special models in which the neutron stars beam in the same direction as their motion can, however, overcome this objection.)

This uniformity has convinced most astrophysicists that the bursts come from cosmological distances, on the order of three billion to 10 billion light-years away. At such a distance, though, the bursts should show the effects of the expansion of the universe. Galaxies that are very distant are moving away from the earth at great speeds; we know this because the light they emit shifts to lower, or redder, frequencies. Likewise, gamma-ray bursts should also show a "red shift," as well as an increase in duration.

Unfortunately, BATSE does not see, in the spectrum of gamma rays, bright or dark lines characterizing specific elements whose displacements would betray a shift to the red. (Nor does it detect the dark lines found by earlier satellites.) In April astronomers using the Keck Telescope in Hawaii obtained an optical spectrum of the afterglow of GRB 970228. It is smooth and red, with no telltale lines.

If there were spectral lines indicating the presence of iron and other metallic elements in the GRB on March 13, 1997 and the optical spectrum was smooth with no lines, then this could also indicate that a spacecraft of some sort could have been traveling with the burst of polarized magnetic energy that existed in the GRB. If such a craft did exist, and was using the burst for some type of propulsion, or the GRB was the evidence of such a propulsion system, then we would expect that the craft would have a high iron content, as this is the metal most reactive to magnetic fields and thus most likely to be used in such a transport system.

Still, Jay Norris of the National Aeronautics and Space Administration Goddard Space Flight Center and Robert Mallozzi of the University of Alabama in Huntsville have statistically analyzed the observed bursts and report that the weakest, and therefore the most distant, show both a time dilation and a red shift. There are, however, other (controversial) ways to interpret these findings.

A Cosmic Catastrophe

One feature that makes it difficult to explain the bursts is their great variety. A burst may last from about 30 milliseconds to almost 1,000 seconds--and in one case, 1.6 hours. Some bursts show spasms of intense radiation, with no detectable emission in between, whereas others are smooth.

Also complicated are the spectra--essentially, the colors of the radiation, invisible though they are. The bulk of a burst's energy is in radiation of between 100,000 and one million electron volts, implying an exceedingly hot source. (The photons of optical light, the primary radiation from the sun, have energies of a few electron volts.)

What would something one million more times powerful than the solar wind be able to move if concentrated into a very small area?

Some bursts evolve smoothly to lower frequencies such as x-rays as time passes. Although this x-ray tail has less energy, it contains many photons.

If originating at cosmological distances, the bursts must have energies of perhaps 1051 ergs. (About 1,000 ergs can lift a gram by one centimeter.) How many kilograms and how fast could a craft be propelled with such a controlled energy source?

This energy must be emitted within seconds or less from a tiny region of space, a few tens of kilometers across. It would seem we are dealing with a fireball.

Variations on this scenario involve a neutron star, an ordinary star or a white dwarf colliding with a black hole. The details of such mergers are a focus of intense study. Nevertheless, theorists agree that before two neutron stars, say, collapse into a black hole, their death throes release as much as 1053 ergs.

This energy emerges in the form of neutrinos and antineutrinos, which must somehow be converted into gamma rays. That requires a chain of events: neutrinos collide with antineutrinos to yield electrons and positrons, which then annihilate one another to yield photons. Unfortunately, this process is very inefficient, and recent simulations suggest it may not yield enough photons.

Worse, if too many heavy particles such as protons are in the fireball, they reduce the energy of the gamma rays. Such proton pollution is to be expected, because the collision of two neutron stars must yield a potpourri of particles. But then all the energy ends up in the kinetic energy of the protons, leaving none for radiation.

As a way out of this dilemma, Peter Meszaros of Pennsylvania State University and Martin J. Rees of the University of Cambridge have suggested that when the expanding fireball--essentially hot protons--hits surrounding gases, it produces a shock wave. Electrons accelerated by the intense electromagnetic fields in this wave then emit gamma rays. Why not a near light speed propulsion system? Could a shock wave be ridden like a wave just as Project Orion used a pusher plate?

GRB 970228 provides the strongest evidence yet for such a tail. There are some problems, however: the binary collapse does not explain some long-lasting bursts. Last year, for instance, BATSE found a burst that endured for 1,100 seconds and possibly repeated two days later.

Another popular mechanism invokes immensely powerful magnetic engines, similar to the dynamos that churn in the cores of galaxies. Theorists envision that instead of a fireball, a merger of two stars--of whatever kind--could yield a black hole surrounded by a thick, rotating disk of debris. Such a disk would be very short-lived, but the magnetic fields inside it would be astounding, some 1015 times those on the earth. Much as an ordinary dynamo does, the fields would extract rotational energy from the system, channeling it into two jets bursting out along the rotation axis.

The cores of these jets--the regions closest to the axis--would be free of proton pollution. Relativistic electrons inside them can then generate an intense, focused pulse of gamma rays. Although quite a few of the details remain to be worked out, many such scenarios ensure that mergers are the leading contenders for explaining bursts.

Still, gamma-ray bursts have been the subject of more than 2,500 papers--about one publication per recorded burst. Their transience has made them difficult to observe with a variety of instruments, and the resulting paucity of data has allowed for a proliferation of theories.

If one of the satellites detects a lensed burst, astronomers would know for sure that bursts occur at cosmological distances. Such an event might occur if an intervening galaxy or other massive object serves as a gravitational lens to bend the rays from a gamma-ray burst toward the earth. When optical light from a distant star is focused in this manner, it appears as multiple images of the original star, arranged in arcs around the lens. Gamma rays cannot be pinpointed with such accuracy; instead they are currently detected by instruments that have poor directional resolution.

Moreover, bursts are not steady sources like stars. A lensed gamma-ray burst would therefore show up as two bursts coming from roughly the same direction, having identical spectra and time profiles but different intensities and arrival times. The time difference would come from the rays' traversing curved paths of different lengths through the lens.

To further nail down the origins of the underlying explosion, we need data on other kinds of radiation that might accompany a burst. Even better would be to identify the source. Until the fortuitous observation of GRB 970228--we are astonished that its afterglow lasted long enough to be seen--such "counterparts" had proved exceedingly elusive. To find others, we will need to locate the bursts very precisely.

At present, there are five components: BATSE, Beppo-SAX and the military satellite DMSP, all near the earth; Ulysses, far above the plane of the solar system; and the spacecraft Wind, orbiting the sun. The data from Beppo-SAX, Ulysses and Wind were used to triangulate GRB 970228. (BATSE was in the earth's shadow at the time.) The process, unfortunately, is slow--eight hours at best. Of course, we do not know what fraction of bursts actually exhibit a detectable afterglow; GRB 970228 could be a rare and fortuitous exception…

Even as we finish this article, we have just learned of another coup. On the night of May 8, Beppo-SAX operators located a 15-second burst. Soon after, Howard E. Bond of the Space Telescope Science Institute in Baltimore photographed the region with the 0.9-meter optical telescope at Kitt Peak; the next night a point of light in the field had actually brightened. Other telescopes confirm that after becoming most brilliant on May 10, the source began to fade. This is the first time that a burst has been observed reaching its optical peak--which, astonishingly, lagged its gamma-ray peak by a few days.

Also for the first time, on May 13 the Very Large Array of radio telescopes in New Mexico detected radio emissions from the burst remnant. Even more exciting, the primarily blue spectrum of this burst, taken on May 11 with the Keck II telescope on Hawaii, showed a few dark lines, apparently caused by iron and magnesium in an intervening galactic cloud. Astronomers at the California Institute of Technology find that the displacement of these absorption lines indicates a distance of more than seven billion light-years. If this interpretation holds up, it will establish once and for all that bursts occur at cosmological distances.

GRB behind the Sun Reveals Gamma Rays to be Polarized by Magnetic Forces

Gamma-ray bursts are the most powerful explosions known in the universe, likely culminating in the creation of a black hole, yet their origins still remain a mystery. During a chance observation, NASA's RHESSI satellite made one of the most important discoveries about these bursts in the past decade. The satellite, called the Reuven Ramaty High-Energy Solar Spectroscopic Imager in full, detected for the first time that the light from these distant bursts can be polarized. This was big news to scientists, because it speaks of the underlying mechanics of the explosion.

"Just absolutely astounding," said Dr. Donald Lamb of the University of Chicago, a veteran gamma-ray-burst hunter, at a meeting in Nashville last week where the result was presented.

Polarized light, familiar to most of us as the reflected glare blocked by Polaroid sunglasses, is light with its magnetic and electric fields vibrating primarily in one direction. Usually the light waves hitting our eyes are vibrating randomly in all directions. The December gamma-ray burst was about 80 percent polarized. That's a lot. Theorists had expected only 2 to 3 percent polarization. Some great force must have been present to polarize the light.

According to Dr. Steven Boggs of the University of California, Berkeley, the lead scientist on the discovery, gamma-ray bursts must originate from a region of highly structured magnetic fields, stronger than the fields at the surface of a neutron star -- until now, the strongest magnetic fields observed in the universe.

"The polarization is telling us that the magnetic fields themselves are acting as the dynamite, driving the explosive fireball we see as a gamma-ray burst," Boggs said.

This is a big clue to the origin of gamma-ray bursts. It implies that at least some gamma-ray bursts might be created by the collapse of a massive star into a black hole. A black hole itself has no magnetic field, but the local magnetic field can thread through the black hole. If rapidly spinning, the black hole will wind up the local field like a string on a top. The energy density in the tightly wound, compressed field would eventually get so high that the field would rebound outward in a massive fireball, dragging matter with it.

RHESSI was doing what it was built for -- snapping pictures of solar flares when it caught an extremely bright gamma-ray burst in the background, over the edge of the Sun. RHESSI is not a gamma-ray burst satellite, but it does have an instrument capable of measuring polarization at X-ray and gamma-ray energies.

The December burst occurred at the right time and in right place, and Boggs knew the right thing to do. His analysis, which took several months, appeared in the May 22, 2003, issue of Nature. Scientists may need to wait to see such polarization in another gamma-ray bursts. Although these bursts are common, appearing somewhere randomly on the sky at least once a day, they last only for a few seconds to a minute, making them hard to study.

Also, dedicated gamma-ray burst satellites, such as HETE and the soon-to-be-launched Swift satellite do not have instruments that can efficiently measure polarization. A gamma-ray observatory built by the European Space Agency, called Integral, is now in orbit making observations and may be able to detect burst polarization if, like RHESSI, it is looking at the right spot at the right time.

RHESSI's discovery may be the "ship" that launched a thousand satellite proposals. With the realization that light from distant, celestial objects can be so polarized, astronomers are proposing new telescopes crafted to detect high-energy polarization. The long process of careful planning has begun. In the meantime, astronomers keeping their fingers crossed, hoping to get lucky.

February 27, 1997 - UFO leaves two Crop Circles in Brazil

Report From: UFO Roundup 2.10- March 9/97

> On Thursday, February 27, 1997, a UFO landed on a farm near Sepe Tiaraju regional airport outside Santo Angelo, in the state of Rio Grande do Sul, Brazil. Santo Angelo is a city about 320 kilometer's (200 miles) north-west of Porto Alegre and 128 kilometer's (80 miles) east of the Rio Uruguaia, which forms the boundary with Argentina's Misiones province.
>
> At 9 p.m., Claudete Parazzi, a farmer's wife, was sitting on the balcony of her farmhouse when she heard "a strange noise" coming from the pasture. Looking toward the coach house, Sra. Parazzi, 55, spotted "a vivid red light."
>
> The following morning, Friday, February 28, she told her husband, Juvenal, and her daughter, Liziane, about the incident. All three went to investigate and found a crop circle

10 meters (33 feet) in diameter in a cornfield. "Nobody knows what this is," Liziane Parazzi told the Brazilian newspaper Correio do Povo. That Friday night, Arno Polanski, a security guard at the nearby Frangomil Corp. farm, "saw an orange fireball in the sky that disappeared in seconds." The UFO, Polanski said, "was emitting an orange light and was the size of a truck."

Within the cornfield, Polanski found a large crop circle that looked like this:

11:11

Polanski and other Frangomil employees also found "a strange white dust" covering the corn leaves. The material was collected and sent to a laboratory for testing. The Frangomil corporate farm is about 1,000 meters down the road from the Parazzi farm. The case is being investigated by the Associao Brasileira das Pesquisas Ufologicas (ABPU), a ufology group based in Rio Grande do Sul. (See the newspaper Correio do Povo for March 1 and March 3, 1997)

February 28, 1997 – Initial Testing of HAARP Prototype Begins

According to the Official Government HAARP Website, HAARP became operational and began "testing" for the first time on February 28, 1997 and is scheduled to cease its "testing" phase and go off-line on March 14, 1997.

February 28, 1997 - Huge Discoid Craft Seen between 2-3 am over Phoenix Airport

A separate set of unconnected witnesses also reported the sighting of a huge discoid craft ('bigger than Sun Devil Stadium at ASU') hovering at treetop level right off of the west end of the Sky Harbor runways at between 2:00 and 3:00 AM one morning about two weeks before March 13, 1997 – which was the evening of the Phoenix Lights.

February 28, 1997 – Hale-Bopp Brightens Dramatically

On February 28, 1997 other astronomers also reported that the light curve gave another small jump upwards and far from the rate of rise slowing as the comets geocentric and heliocentric distances stabilize, the comet was brightening faster than ever.

Many astronomers commented that this was the first time they could remember that a long period comet has ever consistently run above the predictions in this way, so close to perihelion and about to reverse its course and head back out of the solar system.

Recent measurements of tail length estimates have also exceeded most predictions with observers even in poor sites reporting decent tails. As of this week the tail's length was equivalent to around 80 million kilometers of true length. There have even been some reports of much longer tails, but astronomers those lengths would be quite amazing if true lengths.

March 6, 1997 - Intercept not Achieved During THAAD Missile Test

The Ballistic Missile Defense Organization and the U.S. Army said today that a Theater High Altitude Area Defense (THAAD) missile attempted to hit a target ballistic missile in a test at White Sands Missile Range, NM. An intercept was not achieved. The THAAD interceptor and target debris landed on the White Sands Missile Range as was planned in the event of a miss. Analysis of the flight data is continuing to determine the cause of the malfunction. I wondered if perhaps they were trying to shoot at ET's?

March 7, 1997 – Hale Bopp continues to increase in Brightness

Visual observers noted that Hale-Bopp had just passed magnitude 0 and was increasing in brightness faster than ever comet ever seen had ever done before. Over 800 independent

observations of the comet were compiled over the four weeks prior to the comets arrival, verifying the authenticity of the measurements.

March 10, 1997 - 9:15pm PAC - Phoenix, AZ - Major UFO Flap Grips Phoenix, Arizona

Report from: UFO ROUNDUP - Volume 2, Number 11 - Editor: Joseph Trainor

On Tuesday, March 10, 1997, at 9:15 p.m., Steve Blandings and his wife were at their home in Ahwatukee, Arizona, a suburb of Phoenix near Sky Harbor Airport, about 3 miles (5 kilometers) west of Interstate Highway 10 and just south of Chandler Boulevard. The southward-facing balcony offers a panoramic view of the South Mountains and the Gila River Indian Reservation.

"I noticed a bright yellow light in the southwest sky over the Gila River reservation," Steve told the ROUNDUP. "It stayed in the same place for about 20 minutes. I called my wife outside to the second story balcony, and the light moved down on the horizon from its position at about 20 degrees to the horizon, below and left of Orion's belt."

The following night, Wednesday, March 11, the Blandings and another couple checked the southern sky at 9 p.m. "My wife saw it appear in the same place (Gila River reservation)," Steve added. "Then a second one appeared. Some Air Force planes came in low on the horizon.

As soon as the planes got near, the spheres disappeared. My wife got about 10 seconds (of videotape) of one of the objects. This time (they were) perfectly round, while last night, the top and bottom were flat. The second one (UFO) seemed like a black dot in the middle of the spinning object."

On Thursday night, March 13, precisely at 9 p.m., a UFO appeared over the Gila River reservation. "It looked the same as the first night," Steve reported. "Many neighbors came over to our house to look from our balcony and viewed the UFO." Onlookers saw "flashes of white light as it crept closer to the horizon at about 10 degrees. It came around 9 p.m., the same as the previous nights, and appeared in just about the same southwestern area of the sky. It would appear and disappear and stopped doing stuff at about 10 p.m."

With a little help from this newsletter, Steve got in touch with William Hamilton, assistant director of Arizona MUFON. Bill Hamilton showed up at the house on Friday night, March 14, along with UFO videographer Tom King and Dr. Steven Greer of CSETI. "After a 15 or 20 minute wait," Steve Blandings said, "the globe appeared low over the horizon, in the same spot as the previous night.

We ran to get Tom's video camera and telescope and caught a little of the object before it disappeared behind the (South) mountains." When the UFO reappeared, it brought along a few reinforcements.

"We thought it was over, but in 10 minutes, it appeared again along with five other friends. The six UFOs shaped themselves into a perfect line on the horizon for about five minutes and then dropped one by one. Tom caught it all on his video camera with various visual focus and zoom lens." Midway through the sighting, Hamilton and King moved a couple of blocks to the south, which offered a better unimpeded view of the hovering UFOs.

"We were looking off toward the southwest when one of the mystery lights appeared," Hamilton said. "It was glowing a bright golden yellow unlike any flare or aircraft lights we have ever seen. When we saw them on the deserts of California, we called them 'orbs' as they appear to be spherical."

Between 10 p.m. and 2 a.m. on Saturday, March 15, "orange sphere" UFOs were reported flying over Prescott (population 20,005) and Tucson (population 330,600). In Kingman (population 9,257), radio station KAAA 1230 AM allegedly aired a report claiming that "8 to 11 UFOs" had been seen "flying in a straight line over the town." (Many thanks to Steve B., Bill Hamilton and David Grimes for this story.)

March 10, 1997 - 12:30pm EST - Virginia Beach, VA - Orb UFO in middle of Afternoon

NUFORC Summary: White, spherical object moving in a NW trajectory, silent, moving extremely fast. On March 10, 1997, went outside after lunch for a brief walk. Cloudless, clear day. Looked up and noticed a single, very white, round object moving from east to northwest (this is a coastal area of VA). At first thought it was balloon, but quickly realized moving much too fast and straight.

No vapor, exhauster noise whatsoever. When first observed, appeared to be about the size of a shirt button held at arm's length. Disappeared within 8-10 seconds. This area is close to Naval air stations; very familiar with various conventional craft. Nothing like this seen before. Was very round and bright white.

I am a 46 year-old health care executive. Am MUFON member (recently joined); have been interested in the phenomenon for decades, and well read on subject, but maintain a skeptical yet open mind. Inclined to favor a more scientific, empirical approach. This was definitely NO conventional craft!

March 11, 1997 - 12:25pm EST - Virginia Beach, VA - Orb UFO in middle of daylight!

From: “FILER'S FILES” #13-1998

Dennis Hawley was in a parking lot in Virginia Beach, Virginia when an object caught his eye in the clear blue sky at 12:25 PM on March 11, 1997. The UFO was flying very

high and fast before disappearing in the distance. Dennis initially thought the object was a balloon, but realized it was flying too fast and straight. The UFO was first observed in the southeast flying in from the Atlantic Ocean about three miles away. The object flew in a straight course to the northwest into a wind.

The object was described as a round metallic disc, glowing and extremely fast. The size was comparable to a button held at arm's length or about real size of an airliner. However, he noted it was very difficult to estimate the exact size. The witness is a member of MUFON and is a Human Resources Administrator for a local hospital. Thanks to Rick Atristain, Virginia State MUFON Director and Dennis Hawley.

March 11, 1997 - 6:30 pm EST - West Virginia - Four C-130 Gunship's chase UFO's

From: "UFO ROUNDUP" Volume 2, Number 11

On Tuesday, March 11, 1997, at 6:30 p.m., which was the second night of the UFO flap in Phoenix, Arizona, three orange spheres appeared over the south bank of the Kanawha River, in the South Hills section of Charleston, West Virginia. Patricia J. Blake and her nine-year-old daughter were on Oakwood Road in South Hills when they sighted the objects.

"The first light was coming down towards the woods vertically," Mrs. Blake said, "It was very orange and had a long trail behind it. Two other lights of the same description were also coming down, also with tails behind them.

The first one was now in the middle and seemed to slow down at one point." Mrs. Blake said the three UFOs were arrayed like this:

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0     0
   0
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"Then all three appeared to stay in this position for a few minutes, the larger moving rather slowly to our right. When we first saw them, they were maybe 45 degrees above the horizon (and then) came down to a much lower angle, I would say 25 degrees." Mrs. Blake estimated that the UFOs hovered over a wooded area south of Route 61 and west of Route 119.

"The lights darted to the west, somewhat southwest, hovered at the second site for 8 to 10 minutes," she added. "It was still daylight and the sky was nearly cloudless." The UFOs then sped away.

At 6:45 p.m., four C-130 Air National Guard planes flew across the Kanawha River, heading southwest in the same direction as the orange UFOs. Mrs. Blake said she believes the planes came from Yeager Field airport, northeast of Charleston. (Email Interview)

March 11, 1997 – 9:00 pm - Meeting the Old Navaho Indian

Walter Hunnewell
Born: December 19, 1912 - Massachusetts
Died: Friday, March 13, 1992 - Massachusetts

Death Certificate for my grandfather on my mother's side - Walter Hunnewell

By the fall semester of 1996 I realized that I was going to have to leave college for good and go to work full time in order to support myself. I hadn't told my mother yet though since I didn't want her to be upset and disappointed. I knew she couldn't afford to help me pay for any of it, so telling her would only make her feel guilty for being unable to help and I didn't want to do that, I was on my own and that was it.

She would send me a $50 spot now and then, which I appreciated, but it always just a drop in the bucket. She had visited me in the summer of 1996 with her new husband Paul, when I was still living in the Sigma Nu fraternity house and I could see how proud she was of me and I didn't want to spoil it for her.

By the spring of 1997 I had completely dropped out of college and had been working as an apprentice plumber for Roto-Rooter for almost a year.

I didn't want to quit college, but my college loan disbursements which were supposed to pay for all college costs including my tuition, books, and living expenses, were delayed again for the second time in two years and I didn't receive my money until nearly 6 months after the 1st semester and I just couldn't afford not to work, even if it meant working during classes.

I hated it, but I had no choice, I was on call almost every day from 3-11 and if I got a call to work, I only had one hour to get to the job, or I would get written up and have to sit down with the manager and explain why I was so late. Invariably I had to call in sick for most of my classes during my last two semesters at Old Dominion University and I was quite embarrassed to have to wear my blue and red pinstripe uniform to classes on the days I was on call.

What really sucked is that I was still responsible for paying back all the federal and state school loan money that was 6 months delayed in getting to me, which is what got me into such a desperate situation in the first place. I left college with a bitter taste in my mouth, as I watched the kids with parents that had money party all night long, go clothes shopping and wait for their monthly checks from their parents and charge their drinks to their parent's credit cards.

They didn't have a care in the world and although ODU was certainly not an Ivy League school I felt the prejudices none the less. It's not like I gave a shit, no pun intended, I still hung around the college buddies I knew, and I was still an active member of the EN (Sigma Nu) fraternity I had been initiated in a few months earlier and I had a blast knowing full well that when the money ran out, I would be a full time working stiff again.

My fraternity brothers were my saving grace back then and I made some lifelong good friends their who really cared about each other and that was a welcome change from all the bullshit that I put up with in Southie and Massachusetts with all the backstabbing and false friendships. They were my support network - so far from home, when Pam and I were estranged.

I wasn't happy working for Roto-Rooter, but it was a job. The last job I did for them before they fired me (or rather before I quit) was a memorable one.

On Tuesday, March 11, 1997 I got a call to go out to an old US government housing project in Portsmouth, Virginia. We all dreaded getting a call for this area, because they had used soft copper water supply piping with lead and galvanized drainage which were the three hardest materials to repair or work with.

Moreover this was one of the most impoverished areas in Portsmouth which meant that I was going to be asked to do a lot of work for the least possible money.

When I got to the house it was a typical low income housing project, just like the one I grew up in except it was integrated, and poverty didn't discriminate here. Black kids, white kids, it didn't matter, this was southern poverty, Mason-Dixon style.

I grew up in one, so I would know. When I knocked on the door, I expected the regular white trash that surrounded the neighborhood. I was surprised to be greeted by what appeared to be a full blooded Native American looking woman with long flowing jet-black hair who kindly invited me in. Upon entering there were a whole bunch of people in the tiny 2 bedroom townhouse.

There were three or four kids running around and a few adults and in the corner of the living room sat an elderly grandfather in a rocking chair slowly rocking back and forth as he sized me up. The grandmother now took over and began talking to me about her plumbing problem and I could tell she didn't have a lot of money to fix it and was sort of pleading with me and dropping hints that the repairs needed to be done for less than $400.

I knew they didn't have the money to pay the Roto-Rooter prices so I worked out a side deal with her to fix all her problems for under $400 and she was very happy and offered me a beer and blessing, which is more than I ever got from anyone else I gave a break to. I gathered up the necessary tools from my van and began the repairs when the old grandfather got out of his rocking chair and came up and started talking to me.

"Were you in the military," he asks?

Lots of people thought I was in the military because of my clean crew cut haircut I had since I was 16 and saw Top Gun and wanted to be a Navy Pilot. It was right around the same time that U2 came out with Joshua Tree and the drummer had that haircut and every kid Southie had the same clean-cut look.

"No, but my dad was in Delta Force…82nd Airborne, 1st Air Cavalry, Green Beret and

Signals Intelligence…"

"Delta Force- huh," the man says as he nods his head…

"What tribe are you from?" I respectfully ask.

"My father was a Navaho and my mother was a Hopi. I fought in the Pacific in World War II and I fought in Korea and then again in Vietnam, but now I'm just an old drunk."

For some strange reason I wanted to ask him if he had ever seen a UFO, I wasn't sure why, but at the time the X-Files was a huge TV show and they were doing episodes on UFO's and the Navaho code talkers of WWII. I thought that if he was Navaho and in the pacific, he might have been a code talker and maybe he had seen a UFO or knew something about them.

It was a stupid and naïve question, but I had nothing but time to kill and knowing that I would be stuck there for a while I just couldn't resist the opportunity to speak to a real native American about the subject. I told him that when I was a young boy there was a national ad on TV that had a Native American who was weeping when he saw how we polluted the earth.

I was very young, and I would cry every time I saw the commercial I would go outside in my housing project and start picking up all the trash I could find, getting myself all worked up thinking about how we had damaged and desecrated the earth. I made a promise to myself that someday I would help those Indians and help restore the earth to make that old man stop crying, such are the thoughts of a child.

The old Indian looked at me sternly, closing one eye slightly and staring directly into my right eye without blinking and he said, "look directly into my eyes and don't blink," and we just stood there locked in a gaze at each other…it reminded me of an experience I had with my grandfather once, just before he died. He turned away for a moment pulling a long drag from his unfiltered camel cigarettes and he turned back to me and he said, "Do you know how big the Pacific Ocean is?"

"Pretty big…about a third of the earth," I replied.

"Do you have any idea how many uncharted and uninhabited islands there are in the pacific?"

"A lot, I suppose?" wondering where he was going with all this.

"There are thousands of them scattered all over the place, some man has never stepped foot on ya know, some are so isolated that the people have had to revert to cannibalism at times…but somewhere out in the middle of the Pacific Ocean - there are bases, huge secret bases where those things are."

Shocked and amazed by where the conversation was going I had to ask, "You mean UFO bases?"

"Yes."

"Like as in Alien UFO bases or ours…?"

He thought about that for a second, and replied, "Both – there are more than one species of aliens, more than one group."

"How do you know this?" I had to ask.

"Well, you keep on working, I won't bother you anymore." The old Indian tells me, then he blurts out, "and don't take any wooden nickels!"

I didn't reply right away, but I was blown away by that last comment, "The last time I heard that was over 5 years ago. My Grandfather was fond of saying that, in fact tomorrow night (March 12/13) is the five year anniversary of his death."

"You honor your ancestors?"

"Very much so…" I replied.

"My grandfather on my father's side died in the blizzard of 1978 when I was seven years old and I didn't get to spend much time with him, but I lived with my grandfather on my mother's side for a while and I loved him dearly, it killed me to watch him wither away in a nursing home."

Then the Indian blurts out, "They have bases out there…that's what all the atomic testing is for – to blow up underground bases in the ocean and on land. But like I said, don't take any wooden nickels!"

"Thanks for the advice," I replied, now thinking he was full of shit.

"You don't believe me," he asks?

"Well no I didn't say that, it just sounds like, maybe you were joking me."

"Listen…I am a Navajo – you know the Dineh…" he continued.

"I have fought many wars for the white man, I was in Pearl Harbor when the Japanese attacked and in Korea and then in Vietnam, and I have seen many, many terrible things that are not supposed to be seen or known except by those who are deemed worthy."

What I thought was at first some joke, suddenly seemed very serious, for the Old Indian now looked like he was a thousand years old and his eyes so piercing and strong and his gaze was so stern that I felt empathy rippling through me like rock hitting a pond of water.

"My Grandfather was in Pearl Harbor too!"

The man didn't say a word, but just stared into my eyes.

"You have his passion – I can see it in your eyes…this is a good thing," the Indian seemed pleased by his observations.

"Who's passion?" I asked.

The Indian looked at me and said, "sit down, I have a story to tell you," and I remember thinking great this old drunk Indian is going to keep me here for an hour telling me fairy tales…but I didn't want to be rude so I hopped up on the washing machine and started cleaning my copper fittings as he began telling me the most amazing story.

"A long time ago, in World War II, I was on a patrol boat looking for a certain Japanese base on an uncharted island with another man who was my bodyguard. If I we got captured by the Japanese, it was his job to kill me to prevent them from interrogating me and learning the Navaho code. While on patrol one night, our engine died and a huge light enveloped our little PT boat.

The next thing we remembered we were stranded on an island in the middle of the pacific over 600 miles from where we were before. We were on an uninhabited island near the Bikini islands in the pacific. During the evenings we saw many strange craft coming and going to and from the sky from the ocean depths.

They were huge – immense craft, bigger than any man made machine, even an aircraft carrier. This went on every night for weeks, night after night.

Eventually we were picked up by a Navy frigate that had been sent to investigate the lights, but we never told them that we saw anything for fear of being put in the funny farm. They interrogated both of us, but we vowed that we would never say a word to anyone about it."

"Why are you telling me all this," I asked?

"Because the man I got stranded with was your grandfather!"

"You knew my grandfather...but wait a minute he was a shipyard worker in Pearl Harbor, he wasn't a soldier!"

"Is that what he told you…well I guess he had his reasons, tat's for sure," the Indian exclaimed!

"Well you don't have to believe me, but you listen good son because it is important for you to know this…a long, long time ago our families were from the same tribe and we were called the Bear Clan."

"Bear Clan, what do you mean, I have no Indian blood in me, I'm English, Irish and Polish," I ask?

"You are of the Bear Clan…I am also of the Bear Clan and long ago our families were brothers. Sometime in the near future, there will come a great distress, many earth changes, and we call this time, the time of the "Great Purification," before that time, you will have many dreams and many omens and signs of its coming and you will find a way to reconnect with your ancient brothers and they will save you from the coming disasters that will befall mother earth.

You will know the day is near when the earth begins to shake.

He continues…

"The Hopi prophecy states that World War III will be started by the people who first received the Light, which means China, Palestine, India or Africa. When the war comes, the United States will be destroyed by "gourds of ashes," which will fall from the sky to the ground, boiling the rivers and burning the earth so that no grass or trees will grow for many years and causing diseases that no medicine can cure.

Bomb shelters will be useless because they can't hold enough food and eventually the leaders and politicians and rich men will have to come out and when they do , there will be no food for them to eat, and they will being to eat each other, until there is no one left.

However, those who are at peace in their hearts will already be in the Great Shelter of Life in space and underground with the ancient ant people, who helped survive the previous destructions of the earth before. But there will be no shelter for the evil and the wicked and they will all perish, all who have enmity in their hearts for their fellow man.

When the Saquahuh, the Blue Star Katchina dances in the plaza on the mesa in Arizona and the four corners and removes his mask, the time of the great trial will begin. The Hopi also prophesied that the earth could turn over two or three times and the great oceans would join hands again and meet the sky."

"What does that mean," I ask?

"This means that there will be a shifting of the poles of the earth, the poles of the earth will flip on its axis. The Hopi call this "Koyaanisqatsi," which means "world out of balance...a state of life that calls for another way. It will happen in your lifetime, but I will not see it, for I will soon die, now that I have found my friends grandson and told him this story I can go."

"Remember me and remember my name and never forget what I tell you for you must warn the righteous ones of what is to come and try to save yourselves. Remember my

name, because I know you will have many questions and there will be no one to answer them for a long time, and you will have many troubles ahead, but don't give up, you must take your place in this world, as the your ancestors did before you. Someday this will all make sense to you so remember my name, for I am of the ancient Bear Clan, just like you. Your family's ancient symbol is also the Bear.

I have traveled far and wide throughout this land, seeking out my brothers, and learning from them many things full of wisdom and guided by the great spirit of our ancestors. I have followed the sacred paths of my people, who inhabit the forests of the south, the mesas in the west and the many lakes and rocky caves in the east and in the north where the land is covered in ice with long nights and never ending days. From all these I have heard the stories of the past, and the prophecies of the future and today many of those prophecies have already come to pass and few are left. As the past grows longer, the future grows shorter."

"And now I am 96 years old and I will die soon. My sons are all dead and have joined the ancestors, and soon I too shall be with them. But there is no one left, no one to recite and pass on the ancient wisdom. My people have tired of the old ways -- the great ceremonies that tell of our origins, of our emergence into the Fourth World, are almost all abandoned, forgotten, yet even this has been foretold. The time grows short. My people await Pahana, the lost White Brother from the stars as do all our brothers in this land. He will not be like the white men we know now, who are cruel and greedy. We were told of their coming long ago. But still we await Pahana. He will bring with him the symbols, and the missing piece of that sacred tablet now kept by the elders, given to him when he left, that shall identify him as our True White Brother."

I thanked him for sharing this story with me, but I wasn't sure if he was just pulling my leg. My Grandfather was a shipyard worker in Pearl Harbor, not a soldier, I thought to myself. But then I remembered a letter that was sent to him from another soldier in Oregon in 1942, which I still had for some reason.

Perhaps there was more to this story than I thought. As I made my way home, I began to remember the last night I spent with Grandpa Hunnewell before he died and the events that led up to our last and final enigmatic conversation.

"Adversity does not Build Character…it Reveal's it," Grandpa Hunnewell used to say as he chopped some wood to put in his old cast iron fireplace. Grandpa was a rugged and tall man and was the most generous man I ever knew.

"Adversity Builds Character," I mumbled to myself as I stacked my 400,000 sheet of paper.

I'll never forget the day before my Grandfather died because it was the day before Good Friday on March 13, 1992.

My mother had gotten me a job at the Phoenix Book cover printing company in South Weymouth, Massachusetts.

I hated the job but was compelled to stay because my mother had gotten me the job and I didn't want to let her down and let's face it, I needed the money.

Her going on the hook and getting me the job meant a lot me too and it was a sorely needed vote of confidence and love from a mother that loved me, but only up to a point. She was so afraid of living that I was afraid she would someday die of suffocation in her sleep. But she was my mom, and when dad went to jail, if she didn't take me back in to live with her, I would have been screwed.

I feared if my life would become a symbol of mediocrity as I had observed most people's life had become. But back then I was only 20 years old and old enough to go to war, but not to drink in a bar…so unless I went to Faneuil Hall in Boston's waterfront, and snuck into some of the Southie owned and controlled bars like Finn McCool's, I wasn't playing in any reindeer games, and hanging out with high school kids just didn't appeal to me too much either.

So, I chuckled remembering how Ben Franklin started his early life in a printing press. I was still reeling from dropping out of Boston Latin School 4 years ago, and I wondered if I was now going to be doomed to a life of mediocrity on the 3-11pm shift.

I had a lot of time to think about things while I stacked reams of paper that had to be counted manually by the inch and then restacked to fluff the paper and keep it from sticking and causing a jam in the high-speed print presses. Each print job was different and needed a certain number of thousands of sheets or hundreds of thousands of sheets of paper and then wheeled over to the proper printing press where the master printers would feed the paper into the machines.

There were yellow safety lines drawn around the perimeter of the printing press and if you weren't a journeyman or master of stacker/cleaner like me you couldn't cross that line – period. I could only cross it when the presses were locked out, a procedure where the main rollers and feeds were shut down, so a stacker/cleaner like me could go in and clean the rollers of ink for the next job and different type set.

It wasn't that difficult, but the cleaning chemicals were supposed to be some nasty cancerous type stuff and the printers were glad to have us expendable guys do it. I never thought I would be here doing such a shit job, but good jobs were few and far between in suburbs of Boston. Most kids my age was either in college or started working in some nowhere job with no future.

I did like sleeping late though as I didn't need to work until 3pm and we were normally busy until about 8pm and then it slowed down considerably until we left at 11pm. During the slow times my job was intensely boring, because all I was doing was stacking reams of paper all night long. I often found myself alone in the back of the plant with 20,000 sheets of paper to stack before I could go home, and I would get lost in my thoughts trying to pass the time away. But that night was special for me because no matter how hard I tried to stop thinking of Grandpa Hunnewell, I just couldn't get him out of my mind. I tried to think of other things, like the Saint Patrick's Day parade that was coming up in South Boston, where I grew up. But all I could think about was my last visit with my Grandfather at the Braintree Respiratory Hospital.

The previous evening – March 12, 1992, I went to see my Grandfather on my mother's side, Walter Hunnewell. For the past couple of years, he had been in and out of Nursing Homes with more diseases and cancers than I can remember or count.

He was a shipyard worker in Quincy Mass and was stationed in Pearl Harbor, when the Japanese attacked. But the Japanese bombs didn't cause his illnesses, Asbestos fibers did the trick. My grandfather had emphysema, cancer of the lungs, colon, and many other areas I have no desire to imagine.

Many times, over the last few years before he past away, my mother had been called to the hospital or nursing home and told that her father was, "not going to make it." My mother said she was called to give him his last rites no less than 8 times in two years.

One time, the fourth time, he was pronounced, "clinically dead," by the doctors, they asked her to sign a release for the doctors to take him off of critical life support, which she did in mercy, not wanting to see her father suffer in pain as he had for the past few years.

Of course, old Walter "worry buckets" Hunnewell lived, and what do you think was the first question he asked my mother? "Janie, how could you do it…don't you love me?" he asked her.

My mom was devastated and helpless though really, we weren't rich by any stretch and the doctors told her he would die anyway, so she was just trying to be merciful, but Grandpa didn't see it that way. He would die when he was ready, and not a day sooner, as he would prove so many times in the later years to come…

My mother told me that story many years after he had passed away. She and I had mutual stories and sometimes we had personal stories, because each of us in the family would try to see Grandpa on a fairly regular basis when he was in the nursing homes.

She tried to rotate her new husband and my sister and I, so that he would have someone to talk to in person every few days or so. Going to visit the Nursing homes was something that we had all come to hate. Not just because we didn't want to see our grandfather suffering, but because those damn places are so miserable.

As I walked down narrow windowless corridors, I would catch a glimpse of the utter horror that some of these people were living and dying in.

One woman in particular, was always naked and drooling while she lay in her bed. The overwhelming smell of urine and chlorine fills the air and the warm humid environment chokes every breath. Cries for help from people strapped to chairs who were trying to commit suicide go unheeded. They are left to suffer alone by their families and ignored by hospital personnel. I recall one woman who hadn't had a visit from a family member in 3 years and was strapped to a bed naked and laying in her own urine, constantly screaming, "Kill me, Kill me, over and over."

Another time, I made the mistake of listening to an old man that I had ignored and passed by a

hundred times before.

> "Hey buddy…come here for second…will ya…how about those Sox?"

For some reason I obliged the guy and walked over to his bedside.

> "They got a good year ahead of them," I replied.

> "Yeah…Yeah they do…Hey kid…Come here…come closer and undo my straps?"

> "I don't think I should do that,"

> "Bullshit," he shouts. "Fuck you! - undo my straps," he shouts again.

Being the naïve little 20 year old kid I was, I hesitated.

The man persisted:

> "hey…hey don't talk like that…no you my buddy…come on let me loose…please…please," sensing that I was hesitant, or open to his pleading he continued with, "fuckin…maggot, you think you know it all, you don't know shit…you wanna die here…you see this fucking cess pool we live in…nobody's left for me buddy…everyone's gone, wife, family, kids, nobody comes to see me pal...you don't think it will happen to you do you?….

I was mesmerized by the man's lucidity, his stark raving mad pure lucidity. As this man ended his psychotic episode I felt myself turn from bewilderment to empathy for this man. White haired and blue eyed, he looked healthy enough, but somewhere deep inside of him was some type of misery unknown to me. I noticed the tattoos on his forearms, just below the IV drip that kept him sedated 24 hours a day and strapped to his bed watching reruns on a TV that his roommate has the remote control for.

Over time I had noticed that his roommate would often turn the TV on to some stupid channel and turn the volume all the way up, while he listened to a radio with headphones on. Apparently, he was getting back at his suicidal roommate for screaming at him to kill him all the time. At any rate this guy almost had me convinced enough to unstrap his wrists so he could cut them. Just as that thought entered my mind a nurse came rushing in after hearing the guy screaming at me.

> "What are you doing here?"

> "Nothing…I was just,"

> "Do not ever talk to or touch another patient, who are you here to see?"

> "Walter Hunnewell,"

"He's down the hall!"

With that command, I retreated to the relative safety of the corridor, now initiated into the unwritten rules of a nursing home visit. From that time on, I made it a point to walk as quickly as I could from the entrance directly to where my grandfather's room was.

I trained myself to look straight down at the floor and, "Follow the Blue Line" that the hospital workers used to give you directions through the maze of suffering. I also made it a point to try to block out the shouts and screams of the people in the rooms and the sad looks on their faces when I walked by.

Oh, those faces, so many of them, so sad. At the entrance to the Nursing Homes there was the "pasture" area where everyone would be wheeled out on their wheelchairs and they would all sit in front of a small tv or something and vacillate in and out of consciousness. Whenever anyone other than a hospital worker came in the doors, all attention was focused on those front doors.

As we entered the front doors, I always noticed how each of their faces would momentarily light up as if they were awaiting a long last friend or loved one, only to grow sad and disappointed when they realized that I was not the one they were hoping to see.

Sometimes after realizing I was not a relation, I would even get an occasional scowl or two. Sometimes it took all I had, just to walk past those people without talking to them or saying something kind to them, because I knew that would only make it harder for me. That's why I hate Nursing homes.

Getting past the "gauntlet" was always hard, but it was worth it for the conversations I would have with my grandfather in his room. Sometimes he would be in intensive care and have his own room and sometimes he would have to share a room with another patient.

As the years wore on and especially in the last year of his life, he would complain about how all of his roommates would keep on dying around him. He joked that more people died in his room with him than he saw in Pearl Harbor, which could have been true since he went through about 30 roommates in the last years of his life.

> "Billy, will ya talk to them…why do they keep on putting stiffs in my room…nobody lives more than two weeks here…I can't stand it anymore," he would plead with me.
>
> "There's nothing they can do about it, there's not enough room for you to have your own room," I would reply.

Grandpa already knew that, but he just wanted to be consoled. My grandfather on my father's side of the family died from pneumonia during the blizzard of 1978 and although I remember him well, I was only 7 years old when he died and consequently did not have such a strong connection to him, as the bond which I had formed with Grandpa Hunnewell. I was lucky enough to have had a few years to think of questions to ask my grandfather about before he passed away.

I was lucky enough to have lived with him for a little while before he got so sick that he needed 24-hour care and monitoring, which was something that no one in the family could provide. It broke all of our hearts to have to see him in those nursing homes, but we had no choice. One of the most amazing things I learned about the human spirit through my grandfather's words and thoughts and feelings, was that there really was something to it after all.

For you see for the previous years leading up to March 12, 1992, my grandfather's conversations were centered on spiritual matters. In particular, my grandfather had a profound fear of death. In retrospect I can now say without hesitation that it was his fear of death and his faith that kept him alive so many times before.

> "I'm afraid Billy," he would confess. "I don't want to die yet."
>
> "Don't be afraid," I would say. "Mary is waiting for you in heaven."
>
> "Yeah…Mary's waiting for me…but I don't know you know…what's going to happen."

All the while, hearing this is killing me, because here is this man, the only grandfather I have left, the only connection I have to so many memories that they all seem to come flooding into my head at once, each one competing for the space between my ears. I had seen pictures of him when he was younger, he was a tall, generous, strong man, now reduced to little more than a skeleton.

He had seen so much in his life and was always the kind of guy that would give you the shirt off his back and often did. When he still had his house, he would play walkie-talkie with me as a child, and would let me chop wood with him for his little stove in the garage during the wintertime. He never smoked, never drank, never did drugs and was a devout Catholic.

He married Mary Skulski the daughter of hard-working polish immigrants and they eventually bought a nice house on Dorsett Street in Dorchester, Massachusetts.

They lived there with Mary's brother Scholar Skulski and had two children, James (Jimmy) and Jane, my mother. My grandfather told me the story of the "great fire" as he called it, when a huge fire swept across his street. My uncle showed me the front page of the Boston Globe which showed how 8 or nine blocks of houses in a row were burned to the ground during one of Boston's most notorious fires. Dozens of families were left homeless, but miraculously the fire stopped right at my grandparent's house.

My grandmother, who was the only one home at the time the fire broke out, was literally praying in the street. The firefighters were trying to drag her away from her house, but she wouldn't budge. She was determined to save her house no matter what.

She stood in front of her house with her rosary beads, praying to Mary and Jesus for the Firemen and for the people that lost everything and for her house. She always told us to pray to Mary and Jesus when we needed help and that was what saved them.

Grandpa revealed to me however that he was the only one on the block who used asbestos shingles for their siding materials and that was what kept their house from going up in flames. The asbestos shingles were naturally resistant to fire and simply melted on the house, effectively fire proofing the exterior of the structure.

Of course, he could not rule out a little heavenly help from above. Little did he know that the same asbestos that provided him with years of plentiful shipyard work and saved his home from a terrible fire, would someday cause his own demise. What a cruel joke life had played on him.

I soon found myself sympathizing with his fear of death. Even though he knew he was a good man, the cruel tricks that life teaches, like the asbestos shingles, taught him to be wary. All of his fears seemed to confront him in a never-ending battle for the possession of his soul.

So, he must have decided, deep down inside, that until he learned to conquer those fears, he was not going to able to let go of his life. With every new visit he became less and less worried about dying and closer and closer to final rest and peace. And so, the stage was set for one of the most memorable and remarkable events in my life, when I came for the last time to visit my grandfather on Wednesday March 11, 1992.

I'm not sure why but even before my mother and I came to visit him that day we had a sense that his time was coming to an end. More so I perhaps than my mother, but then again our relationship was a little different, for Grandpa confided in me his hopes and fears, while I think he tended to bury my mother with guilt. But I found myself sitting by his side holding his bruised and fragile hand that evening and staring into the eyes of a man that I knew I would never see alive again.

Although I had prepared myself for this night many times before, going through cycles of guilt and adulation, I suddenly found myself unable to hold back my sentiments.

> "Come closer," he says softly, "I want to see your face."

My grandfather's eyesight had long since lost him, and huge cataracts filled his eyes and were glassed over as if they were little black marbles. But I kept my stare straight at him, trying not to hint at the sorrow which I felt gushing forth inside me in waves.

> "I talked to Mary last night."

> "You did?" I replied.

> "She came to see me Billy, she said everything's going to be OK…She said Mary's (his wife Mary Skulski) was waiting for me in heaven."

"You see…I told you she was," I blurted out, trying to sound re-assuring and confident.

> "I'm not afraid anymore," he says softly.

"You shouldn't be, you're a good man."

"Mary's waiting for me in heaven and she said it was ok for me to go."

For some time before this last and final conversation we had talked for hours on end about how he had nothing to fear from death, and that there was definitely something else out there. Up until that very night, every time the subject was brought up, he would give a reason why he was afraid to die or ask me to explain to him or reassure him that it was OK to die. It was as if he was asking permission to give up his soul.

So, when I walked into his room and he confessed that he had met his wife and she was waiting for him in heaven, I was relieved. When he said he wasn't afraid anymore, I was astonished. No longer did I see a scared and fragile elderly man clinging on to the last vestibules of this life, but I saw a lion, proud and confident in the destiny that lay ahead of him. No longer did he suffer from the twitches and shakes of a perpetually nervous man. His countenance was bright. His thoughts clear and uninhibited.

"I told you Mary was waiting for you, I told you she would come."

"No Billy not my wife Mary…she's there too…I mean the Virgin Mary…

"She came and talked to me last night."

Well, although I was raised Catholic and knew about the veneration of Mary the Virgin, it had always been a sort of bad memory for me and when he mentioned her specifically, it brought back some deep seated memories of the last confession I ever had at Saint Margaret's Church in South Boston as a child. During a Catholic confession the young sinner is required to recite to a priest all of the sins he had done since his last confession.

For some reason not altogether clear to me, my sister and I were never baptized after birth like most of the other kids. My sister and I were baptized when we were about 10 years old and it were during this period that I had begun my Sunday school lessons with my cousin Michael. He was like a little brother to me since he was only 9 months younger than me.

At any rate, during the confession you are expected to tell the priest all of the bad sins you have committed since your last confession and then the priest will assign a penance to you according to your ill deeds. Most of the penance's were trivial requiring the sinner to recite a certain number of prayers to save one's soul from eternal damnation.

Most of the time the father would say OK son you have to say seven "our father's" and three "Hail Mary's" and the good sinner would then go and kneel in front of the statue of Jesus Christ on the cross and recite, "Our Father who Art in Heaven." When you finish the Our Father's then you go on to the Hail Mary's and Recite them in front her statue.

Of course, in the Catholic religion, no one is without sin so if you went to confession and didn't

confess to something, then you were in even more trouble because you were lying to god! It wasn't too long before I found myself without much to confess to that week. I didn't swear, I hadn't stolen anything, I hadn't done anything that was a sin that week and that's exactly what I told the priest in my confession.

Yet the priest went nuts, he chastised me for fifteen minutes and instead of giving me a bunch of "Our Father's" to recite, he gave me an incredible nine "Hail Mary's." I couldn't believe it, I had never behaved so well and never received such a harsh penance. Apparently the "Catholic Religion," punishes people for being good, to teach them a lesson, not to lie to god. I was dumbfounded by the fact that my punishment for being a good boy that week resulted in the harshest penance I ever got. What had I done to deserve this, I asked myself?

Jesus, I thought, I must be a bad boy, and why else would the priest give me nine Hail Mary's when I still can't even recite one. Even more frustrating was that it was such a short recitation only a couple of stanzas, but like all things related to the Virgin Mary, I had always had a fear of her for some deep-seated reason, that I just couldn't put my finger on.

I can only recite the first two lines of Hail Mary; despite hours and hours of Sunday school recitals I just couldn't remember the words to Hail Mary. I had a photographic memory, I could look at something once or twice and definitely three times and remember just about anything, colors, words, shapes, feelings, everything.

I learned, "Our Father" in no time at all, after about the sixth time I said it out loud, I knew it by heart. But no matter how hard I tried, I just couldn't recite, "Hail Mary," and it was like I had a mental block.

When the other kids were saying it out loud for the nuns, I was just lip sinking and I thought this must be the reason for the harsh punishment, the priest must have known somehow that I never learned the prayer, and this must be my punishment.

The anxiety within me began to build as I approached the pew. Just a few days earlier the priests brought us into their special chambers behind the rectory where they told us for the first time about the Book of Revelations and I learned a new word called the "Apocalypse" where all the sinners of the world were destined to go to hell. A junior priest lined us all up in a line outside the door of the priest's private chambers.

Two altar boys stood outside the door and I was surprised to find my childhood next door neighbor Tony Dooley, who was sometimes my friend and more often a bully to me, being almost a year older and a little bigger. Only certain boys were chosen to go in to the priest's private chambers, to have the apocalypse revealed to them in private.

Whatever happened or was said behind those doors must have been very traumatizing because after every kid came out, they were visibly shaken and some were crying. When we tried to ask them, what happened and what was said to them, one told me that if he said anything about it that god would send them to hell and that was what the Apocalypse was.

We were all terrified when we heard cries and screams coming from behind the door. Curiously enough, when it came time for me to enter the chamber, I was stopped by Tony, who gave me a stern look and passed me by.

I walked past the door as the kid behind me took my place and entered the priest's chamber. After the nest two kids went in, for some reason they stopped bringing in kids. I remember thinking how strange it all was and how Tony Dooley had passed me by - which was even more perplexing since he always seemed to try to make fun of me or hurt me whenever he got the chance.

Two decades later I realized exactly what was going on behind those doors, as stories poured out of Boston about the molestation of children by the priests of Boston. Suddenly I realized why Tony had passed me on that day. As an altar boy, he must have been well aware of what happened behind those doors and in a rare moment of compassion, he spared me from that.

I couldn't believe it, but I couldn't ignore it either.

I soon realized that when Tony hung himself in his closet at the age of 15, it wasn't just because of his older brother Tommy's murder. It would also explain why he took such pleasure in tormenting me later on whenever he got the chance, since I had not been violated, it must have made him very angry that I made it into Latin School and was never molested and was no longer living in the projects, but still came back.

When I was 12 years old though, I had no idea that such things existed and so there I knelt in front of the beautiful statue of the Virgin Mary in her white robe and blue borders and I tried to remember the words, to the prayer Hail Mary.

> Hail Mary Full of Grace
> Hallowed be thy name
> Thy Kingdom Come….no, no

No matter how hard I tried, I was completely unable to remember the words to Hail Mary, thinking the whole time, this is so wrong; I am definitely going to hell.

No matter how hard I tried to remember the words, I just couldn't do it. It was not long before a stream of tears began trickling down my face and my heart was filled with the most terrifying fear and anxiety. I remember feeling so guilty and so betrayed, but for what reason I could not fathom.

I had never had these feelings before at least not when religion was concerned. Before this time, religion was just another reason to socialize with your friends and make jokes and maybe catch a nap during a sermon.

Going to church was just another reason to see your friends in church and wear nice clothes and at times be so bored that you would fall asleep, only to be woken up by dope slap from your mother or close relative, I didn't remember having such strong feelings before this.

Yet for the first time in my religious thought, I felt dread and fear. Where were these feelings coming from and why now just as I was supposed to kneel down in front of the pew and recite my Hail Mary's?

Was it the speech about the "Apocalypse" a few days before or was it something much deeper and indefinable?

The more I tried to probe the recesses of my memory to find the words to Hail Mary, the more unstable my emotions became the more I was working myself up into a frenzy of emotion. For a brief moment I had a vision, an old one at that. In my vision, I saw my cousin Michael, being held in her arms by a young girl in strange clothes…it was a flashback to Sandy's Hill, I realized.

With that revelation I totally lost it and began screaming and crying and stomping my hands on the pew, screaming, "No, No, No," over and over. By the time the nun had come over to stop me, I was completely hysterical and almost beyond consolation.

By the time the nuns had picked me up from my kneeling position I had managed to convince myself that I was OK and that it was OK not to tell anyone that I didn't say the Nine Hail Mary's.

As I went from my knelt position to go and sit with the other boys in the pews I had to walk towards the candles in the corner of the church where we were supposed to light candles and put a quarter in the box for our prayers to be answered and as I did so I glanced up at the statue above me, which just happened to be the Virgin Mary and I realized as I gazed upon her angelic young face that she was wearing the same clothes that the "strange girl" that carried Michael in Sandy's Hill was wearing in the flashback I just had.

Shimmering in the shadows and candlelight above, I caught the image of something so unnerving that I was mesmerized by what I saw before me and couldn't move muscle.

Within a short time of looking at the statue I began working myself up again into a fit of crying and found myself uttering unintelligible words and praying for Mary's forgiveness, much to the consternation of my fellow Sunday School students and the nuns, who already thought I was a little weird…

I had already been kicked out of school a few weeks earlier for spontaneously quoting bible passages and correcting the nun's interpretation of them during one Sunday school session, after she had chastised me for not paying attention during the readings.

That little act of insolence got me banned from Sunday school for two weeks for disrupting the class. My cousin who was also in the same class backed me up, by leaving the class with me, but his mother made him return immediately.

Now here I was throwing another fit after confession.

Unable to bear the pressure I just ran out the side door a few feet away.

That was the last time I did confession and the last time I set foot in that church.

I never went back to Sunday school, and I never made my Confirmation. I never wanted to think about religion again, especially if it involved the Virgin Mary or the Catholic Church.

By the time of my last conversation with my grandfather it had been almost ten years since I had thought about any of that, but Grandpas mentioning the Virgin Mary brought that all back in a flood of memories I just couldn't ignore. I probably would have forgotten all about that whole situation had grandpa not made that enigmatic statement:

> "No Billy…not my wife Mary…
>
> "It was *The Virgin Mary*"…
>
> "*She* came to me last night."

I was haunted by that statement.

It was not unusual for us to have conversations about death, and the afterlife or Jesus Christ or some other deeply religious matters. By that time, we had more conversations about life after death than I could remember. Just talking about these things seemed to transpose both of us. It was like a never-ending conversation we had, where we always picked up right where we left off.

At times I felt like a liar talking about spiritual things like I understood them in a vain attempt to reassure him that it was OK to let go of the rope. I told him so many times that his wife Mary Skulski, would be there waiting for him in heaven that I began to feel like a TV evangelist of the lowest sort, peddling my religious beliefs for my own vain profits…to ease my feelings of guilt and powerlessness…not his suffering.

But over time his faith was strengthened until he was finally ready to accept his fate.

My mother, who had accompanied me that night for our last visit, remained mostly silent throughout the encounter. For the most part, whenever she was present the topics of discussion were always about how bad everything was there. And the place was horrible. So I don't know that any other concern can be related from a parent to a child other than to cry out for help at every turn. His only son Jimmy was a spineless wimp who left the country and moved to New Zealand just as my grandfather was first being hospitalized.

Even more despicable is that he was leaving the country essentially to avoid having to pay child support for his children. He left the financial and emotional burden of taking care of his father solely on mother's shoulders and it took its toll.

Only now do I fully appreciate the candid conversation that took place between us. It was the

kind of discussion that I think can only occur between a grandparent and a younger sibling. Since there are so few guilty words, no past transgressions, no unspoken feelings between us.

And for that reason and for those precious moments I experienced pure unadulterated truth like I had never known before and I too was disarmed. I can remember the astonished look on my mother's face when I began my last and final conversation with her father.

As if realizing that she was intruding upon a private moment between us, she quietly and attentively took a seat on the opposite side of grandpa's bed and sat in silence rather than trying to add any further words of consolation.

It must have been right around that moment when she went to sit down and I turned my attention back to grandpa when it occurred to me that I as I reached forward to grasp his hand and hold it gently in mine, that I knew from the deepest part of my being and soul, that this night, different from all the rest that had come before, was the last time that I would ever see my grandfather alive again. All the other times were just fire drills for me. But this was the real thing, this was it.

I felt in his hand not the shaking and nervous uncontrollable trembling of a man who fears death, but peace, which is complete and utter bliss. And so I sat there on his bedside and held his hand and looked into his eyes, and I thought of all the misdeeds done to him in this life and I could feel a tear began to welt up in my eye and I fought it. And boy did I fight that tear with all my might and with all my heart. I trapped it deep inside and sat on it and let it build.

I thought of the $1,000 the government gave him for twenty years of emphysema and cancer from asbestos poisoning, even though they knew it caused for decades. My grandfather never fought in any wars, but he and his friends built the ships that won the war. He watched helplessly as the Japanese bombed the beautiful ships they labored so long to build. He buried many friends and formed an everlasting bond with men from all over the country who were "there."

I thought about his only son who ran out on him and never came back to say goodbye, after leaching off him and my grandmother for his whole life. I thought about the house he worked so hard for being lost to Jimmy's wife in a divorce, after grandpa let Jimmy and his wife move in with them and live rent free.

Somehow Jimmy's ex wife ended up with my grandparent's house and it was all Jimmy's fault and I hated him for that. The more I thought about never seeing him again the more emotional I became.

"Janie (he called my mother), Janie I'm not afraid anymore," he says softly.

Mom was accustomed to this, so she just held his hand, and was silent.

"You shouldn't be," I said.

He turns towards me and says, "come closer, I can't see you."

I changed my position from his bedside and held his hand and got close enough to smell his breath.

He pulls me closer and says in my ear, “Mary’s waiting for me… it’s O.K. for me to go now.”

“I know,” I responded.

“It’s ok for me to go now.”

I paused for a moment and realized that this was really going to be it, I thought.

“Billy, could you give me a shave?”

The nurses and other people in the nursing homes and hospitals often were rough and nicked them a lot. Whenever one of us had come in, we gave him a shave if he needed it, and sometimes even when he didn’t need it. The physical contact I know was comforting, if everything else was a death sentence.

I often wondered what it must be like, to spend the last years of your life, confined to hospital beds and nursing homes that you can’t leave. Our ability to prolong life has outpaced our ability to live it.

I thought about the asbestos and the other toxic chemicals like PVC etc, and that the corporations knew for decades that these things were highly toxic, but never cleaned it up, or changed to alternative methods. The men that worked in these places got asbestos and PVC on their clothes, in their hair, and in their lungs and brought it home with them every day.

When their wives washed their clothes with other laundry from the family, those fibers eventually made their way into all the clothes of the family, even the children, contaminating untold numbers of other innocent people not directly employed by the companies. What a difference it might have made, had my grandfather not needed to be on oxygen for the last ten years of his life, and hospitals for the last 4, just waiting to die.

“They always cut me Billy, they don’t give a shit about me,” grandpa states.

It was such a simple request, I thought, how could I refuse? After all, how many more days would he live? “Sure, I would be honored to,” I replied, not trying to sound solemn, but it still came out solemn as I got all choked up thinking that this could be the final preparation before his death, before the passing of his soul.

This was it….My mother said that was the last word I said to him for the next 45 minutes as I began to gently massage his face with shaving cream, taking great care not to nick his face as she sat there holding his hand. When done I just sat there looking directly into his black cataract filled eyes without blinking or flinching as my eyes filled up with tears thinking this might be the last time I see him alive and all the memories of the time I had spent with him came rushing back.

By this time, I was almost completely unaware that there was anyone else in the room as my grandfather and I continued our non-verbal conversation on what I can only describe as the psychic plane.

"When you get to the other side I need you to send me sign, something that will prove to me that there is something more to this life. You come back and let me know - you hear me," I say to him in my head.

This was the thought that I remember transmitting to him through my inner voice, because I was no longer speaking to him verbally, but entirely in head, by looking directly into his eyes. I wasn't just holding his fragile hand anymore, I was communicating with the soul of my ancestor's.

My gaze and thoughts were upon his mind and his thoughts were upon mine, and for almost half an hour those minutes passed like a dream. I soon realized that in that brief period of time, I was awakening a long dormant spirit within me that yearned for a spiritual connection that I never knew or experienced before.

It was always there, dwelling deep inside of me, but I never let that side out for fear of being ridiculed by the ultraconservative majority of puritan new Englanders. For the first time, I chose to set that spirit free and open my heart. And when I spoke to my grandfather in my mind - I felt like I was also talking to god…

"Now you listen to me…I have not asked you for anything in a long, long time, not since Sandy's Hill at least…and I am not asking you for anything now either, not since then….well OK a few times before I had asked you…but that wasn't going to happen, we both knew that."

Now this time is different…now I must know…And I am asking humbly of you…not now, not even soon, but sometime in the future, when I really need it, not when I'm just feeling sorry for myself, but when I really, really need it and I ask for it….please give me sign…any sign…that there is something else out there… on the other side. But please…please give it to me when I need it the most…and I promise you I will…I promise you from the bottom of my heart that I will listen…I did not listen before and I am ashamed, but I am older now….and I demand of thee this little sign…it doesn't have to big, but just something to show me that all of this is not in vain…that the trials I see before me are worthy, that life is worth living, that you will give me the strength to carry on when all hope seems lost.

And for you my grandfather, I will honor thee and all thy ancestors from this day forward and I will never forget you and the sacrifices you and your soul mates have made for us all. I will listen for your voice in the wind and in my mind and I will always try to do the right thing. Forgive me my transgressions and protect our family and loved ones from evil…make a place for us in heaven and when I stray from your path, please be firm and remind me of our covenant, so should I forget my duties, make your justice fair and swift. For I do not think I can do this alone.

"So when you get to the other side…you give me a sign OK, " I say to him in my mind.

After a half an hour or so, without even a single word exchanged between us, tears began to well up in his eyes. Now I know, beyond any doubt, without any fear, in my heart of hearts…That this will be the last time I will see you alive.

"So when you get to the other side…you give me the sign and I'll figure out how to deal with it."

And with that thought he picked up his other hand and gently covered mine. Then he took a quick hard breath and said out loud, "I will…I will," he said as he nodded his head with tears streaming down his face.

I couldn't believe my ears…Did he actually hear me? Could it be possible that he actually heard my thoughts? Unable to hold back my emotions I began weeping like a child, because it was impossible for me to deny that everything that had just happened – was happening.

"He heard me!" I exclaimed to my dumbfounded mother later…

All I could think of now was, I love you ….I love you….I love you …I love you… I love you…I love you …I love you…I love you… I love you...I love you …I love you...I love you… I love you…over and over in my mind I just wanted to fill his spirit with love.

And the non-verbal communication continued until I wasn't sure whose thoughts were mine and whose were his. I will never forget the way we looked into each other's souls - through each other's eyes - that night. My mother said it was like we were in a trance, because neither one of us spoke or even blinked an eye for nearly thirty or forty minutes, our eyes were so welted up with motion that blinking was not necessary.

Ever since that night I have always been able to tell when my grandfather's spirit was around. It came as no surprise to me about a year after his death, when I was driving home late one night from Cape Cod Massachusetts to my mother's house in Weymouth. I spent every dime I had on this Old Lincoln Continental Mark VII - which had a digital display and power everything. I was driving home after seeing a girl up there on a date. On the way, there was a full moon popping in and out from behind the trees as the car glided effortlessly over short hills with swamps on either side or the moon reflecting in the water. I was trying to tune to a radio station but the radio kept on drifting to an old 40's band style music station.

Every time I tried to reset the radio signal, the stations would jump up to the next station. Eventually I just left it alone since some music was better than none. As I sat there listening to an old Elvis Presley song, Love Me Tender, I suddenly had a vision of my grandfather sitting in bar in Honolulu with a few friends.

It wasn't really a vision, just some picture I remember seeing once of him when he lived in Hawaii and worked in the shipyards over there. I remembered when he told about how the Japanese came in early in the morning and attacked Pearl Harbor and blew up everything.

> "Oh Billy, it was horrible, it was devastating… nothing I ever saw made so angry, as when I witnessed man's inhumanity to his fellow man…and not for defense, but only for financial gain, only the rich profit from war."

Even after 45 years had gone by, I could still see that it was something that he made every effort to not remember. Not in the sense that he didn't care or honor his fallen friends and comrades, I just think that trying to recall the events of that day and the rest of the war were too traumatic for him.

That's when I noticed the tingling feeling that began in my head…I didn't fight it. I let it roll up my spine and shoot out my forehead. I know his spirit was there with me in that car night …listening to one last tune with his grandson on a hot summer night cruising to nowhere, Honolulu 1947 – Cape Cod 1992...it didn't matter – time was irrelevant.

I saw a younger Walter Hunnewell sitting beside me in that big car that night. He was young and strong and tall with broad shoulders and a deep chest. He even had all his hair! He had that huge smile on his face that went from ear to ear. God, I said to myself…I wish I knew you then…and not as old man holding on to the last vestiges of life or something like it – withering away like a tired vine, but as I see you now, young and strong.

Ever since that night, I could always tell when his spirit was close to me, by the tingling of the hairs on the back of my neck and the rushing pins and needles that rose in waves of succession up and down my spine – to let me know he was there. Over the years I have learned to channel this feeling so that it builds in strength surging up my spine and through the top of my head.

And so history records that sometime between 12am and 1am on the Morning of Good Friday, March 13, 1992, (Friday the 13th) Walter Hunnewell, passed gently away in his sleep - from this earth - to a better place. As I sit here writing this in my journal, nearly five years after his death, it suddenly dawns on me that try as I might, I still can't seem to remember the last thing we said to each other before he died.

And I was confounded by that, because I could remember every part of that one last night that we had together and the promises that were made. So I thought about it a little more…and then I realized something wonderful.

And I said aloud to myself:

"Of course I can't remember our last words…"

"…Because We Never Stopped Talking."

March 12, 1997 – 9:08pm - The Norfolk Incident

On the evening of Wednesday, March 12, 1997 at approximately 8 pm EST, I went to meet an old college buddy named, "Tommy," who asked to me to come over and discuss doing some work on he and his father's house which was adjacent to his.

I was working the night shift that night from 3-11pm.

"Tommy's" dad lived in the house next to his apartment, on the corner of Evergreen and Roger's Ave in the Glenwood Park section near the Norfolk Naval Base housing and CINCLFANT in Norfolk, Virginia.

I had been working for Roto-Rooter for over a year by that time, and working my way through college at Old Dominion University, but due to a company expansion in the number of drivers on the road, they reduced the individual take home pay of each technician.

This began in November of 1996 and by march of 1997, I was often put on call, but didn't have any work to do since it was so slow. Sometimes I would report in for work on a 3-11 shift and not get a job to do until the next day or 9 or 10 pm that night. Meanwhile, I still have to be ready to arrive at a customer's job within 30-45 minutes of receiving the call.

I was restless that night and glad to be out of the house. The air was cool and crisp with clear skies and unlimited visibility. I was restless because March 12-13 was the anniversary of my grandfather's death on Good Friday, March 13, 1992.

I was very close to my grandfather with whom I had to live for a little while before he got too sick for my mother to take care of. We had an emotional, tear-ridden goodbye the night before he passed away. The last time I saw him alive was March 12, 1992, He died the next evening on Friday March 13, 1992, it was a Good Friday, the day in the Catholic Religion, when Jesus was crucified.

I was feeling lonely – I was so lonely and somewhat homesick.

This night was the 5 year anniversary of his passing away and 4 years since I had left Boston and everything I knew and loved…

My Grandfather and I spoke of many things that last night…

He knew he was going to die and so did I.

He was so weak and ready to pass to the other side, but not before letting me know how much he loved me. I made him promise me that when he got to the other side, he would send me a message – an undeniable miracle or work of god to show the world and me that there was something e*lse* out *there.*

I welcomed the opportunity to get outside and be with old friends on the anniversary of the night my grandfather died…just to be out anywhere…and not sitting in my empty house, with nothing to do, no place to go, and no one to meet except for my girlfriend Pam.

I was relieved that Tommy and had the ODU basketball game on, and was watching the basketball games of March Madness, where Old Dominion University, our local college was in one of the national finals in March Madness 1997.

During the intermission of one of the nationally televised basketball games, Teddy told me his dad's main Sewer Line was backing up, but that I would have to come the next day and do the job since his dad was out and he didn't have the keys to his house.

So I went outside to get him a business card from my service truck...

Normally, it wouldn't take more than 2 minutes to walk out to the truck, retrieve the card and walk back. But, what happened in the next few minutes changed the way I looked at my life forever.

I spent most of my free nights with my Sigma Nu fraternity brothers and other friends at the local bars on Hampton Blvd across the street from Old Dominion University.

By this time I had been working full time for Roto-Rooter for nearly a year on the 3-11 shift. The company had just hired a whole bunch of new technicians without increasing their business and sometimes I would report for my shift and be put in "rotation" and would have to wait for my turn to do a job and get a call.

"216 – 1020"

I was tech #216 and I was letting dispatch know I was here and ready for a job.

"10-4..216, your uh- um hold on…your 16th in rotation"

"216 – 10-4 – 16th"

I couldn't believe it, I was the 16th person in line for the next call. This meant that in all likelihood I wasn't going to get a call until the next day – when I reported for my next shift. Fuck this – I say to myself – so I called the Dispatcher Kelly.

"Kelly?"

"Yeah Bill,"

"Could you do me favor,"

"As long as it's legal sugar,"

“Could you please page me when I get to # 3 in rotation?”

“Sure Sweety.”

“Thank you – I’ll be in Norfolk by ODU if you get swamped.”

“Yeah right, 10-4.”

With nothing else to do that night, I called my friend Teddy, who I had remembered saying something about his father needing his drain unclogged the previous weekend.

“Teddy?”

“What’s up Billy?”

“Nothing – not a god damned thing, I’m like 20th in rotation and I got some time to kill…your dad still need that drain unclogged?”

“Yeah, he does.”

“Where does he live?

“He lives right next door to me.”

“No shit?”

“Yeah – he owns my apartment and the one next door, and he lives in the house right next door on the corner.”

“Cool, do you know which drain is clogged, so I know what I might need to bring?

“I think it’s the floor drain outside by the pool.”

“So it’s the exterior floor drain?”

“Yeah I’m pretty sure and the outside sink next to it is also clogged.

“I can snake the sink, but I don’t have a ½” snake on my truck right now – and I might need that for the floor drain, sometimes a ¾” or a 3/8” snake will work but you can’t go far – um, why don’t I come down there and take a look and I can come back tomorrow with the right drain cleaning machine and snake it out?”

“Cool, come on by and we can catch the ODU basketball game.”

At the time the women’s basketball team for ODU – the Lady Monarchs were in the Finals.

“See ya in a little while.”

So I got dressed in my uniform for work in case we got swamped, but left my Roto-Rooter shirt off and went to visit Teddy who lived in a one-story ranch at the end of Rogers Avenue, in the Glenwood Park section of Norfolk, VA. Glenwood Park is a small rectangular shaped residential neighborhood, approximately 5 blocks by 5 blocks situated inside a small residential section surrounded by the Norfolk Naval Base and Submarine Base Complex.

Glenwood Park is also right in the middle of the largest collection of military bases and power in the world. It is the home of the US Navy Atlantic Fleet, complete with ballistic and attack class submarines, Arleigh Burke class destroyers, and usually one or two aircraft carriers and their numerous support craft. To say that the area I was in was a "military area" is a vast understatement, for the Hampton Roads Area has over 250,000 active duty personnel. In effect, this area probably has the largest concentration of military bases, personnel and firepower than anywhere else in the world except the naval bases in Russia.

I parked my work truck next to Teddy's father's fence so I wouldn't block any body trying to get into the driveway. As I got out of the truck I gazed up at the three Stars of Orion's belt which was just coming up over the horizon. I say out loud, "Well it's just you and me grandpa," and I slowly walk down the well worn path and up the three steps to Teddy's front door. I knocked hard and it took him minute to get the door. I turned around and gazed some more at Orion's belt, having gained a little altitude and seeing a little more of the stars since I was now standing on Teddy's raised concrete porch.

"What's up Billy?" Teddy shouts.

"You know same shit different day."

"You want a beer?"

"Sure, I'll have one."

"My dad's not home right now, he should be home soon, I can't let you in the back yard until he comes home because he's got his great Dane in back there and he's a fucking nutcase, he'll maul you and bite you in a heartbeat."

"OK, no problem…I don't have anything else to do anyway…I can wait till about 9pm or so and then I have to go."

In the meantime we sat and watched some of the NCAA final games on TV – looking for some coverage of the ODU basketball game that going on, but I don't think it was televised and we watched something else. At about 9pm EST, while flipping through the basketball games of the "March Madness" basketball season, I got up and told Teddy that I was going out to the truck to get a business card for his dad, and that when his dad got home he could give me call and we could make another plan to fix his drain.

I walked down the steps and out to my truck which was only about 30 feet away and I grabbed a

card from my briefcase. As I began walking back up the path towards my friend's house, I noticed that Orion's Belt was a little higher in the sky and I could also clearly see the star Sirius. I took a brief 360 degree view to see if I could see Hale-Bopp, but there were no other stars or planets visible including no moon, so Orion and Sirius twinkled and burned brightly with nothing to block its glare.

As I walked along the path, towards my upper right hand area - about 45 degrees from the horizon level, I could see the constellation of Orion with its three stars and the temperature was probably about 40 degrees F and the sky was crystal clear with no clouds visible. Humidity was normal to below normal, and the air was crisp. By the time I had almost reached the porch area, something had caught my eye near Sirius and Orion. I sensed some kind of motion coming from the direction of the Star Sirius and heading straight towards the left star of Orion's Belt.

I paused at the foot of the porch steps to get a better look.

Again, my attention was drawn to the area in between the first star on the left of Orion's Belt and the star Sirius which can be found by connecting an imaginary line between the three stars of Orion's Belt going from right to left and extending that imaginary line you will come to Sirius, one of the brightest and closest star systems in the sky. I'm not sure why I looked up there...but my peripheral vision was catching something moving and I strained to see something, but I didn't know what...

Intrigued I began to cautiously walk up the three steps to the top level of Teddy's porch. I kept my eyes fixed on Orion's Belt. Suddenly I saw the far left star of Orion's Belt "blink" out as if something had passed in front of it – blocking its starlight. Knowing full well that I was right in the middle of one of the largest military airbases in the world, I said to myself, "That's Odd?"

As a Former Civil Air Patrol Senior Member and experienced "spotter," having flown right seat (Co-pilot) and back seat as a spotter on many training missions in small Cessna 152's and Piper's, I knew from personal experience that any aircraft in this area of NAB (Norfolk Naval Base to locals) would have to have their FAA approved AntiCollision Lights on at night.

Moreover, I also knew that any craft traveling at night, over a military Terminal Control Area (TCA) without collision lights on, about to cross near the final approach vector of the Norfolk Naval Air Station just north east of Teddy's house, would certainly lose their license to fly...in a heartbeat. Its flight path was passing right in front of Norfolk Naval Air stations main East-West landing field where planes come in over the Norfolk International terminals for final approach to the airfield. No sooner had that thought passed my mind then the Second or middle star Blinked out and the previous star on the far left of Orion's belt blinked back on.

"Whoa," I say to myself…

"This guy is screwed I thought…he has no anti-collision lights, he's crossing the final approach vector of one of the largest air bases on the east coast, well within the Terminal Control Area of Norfolk Air Base and I'm watching this go done in front of me," I say to myself.

Suddenly - I can now see the vague shape of the object passing in front of the stars…it is a "Boomerang," shape, dark, no lights whatsoever, no contrails, no noise, nothing just a dark boomerang shaped hole in the sky. Then the object passed in front of the far right and final star in Orion's Belt…

"Holy Shit," I say to myself, "this must be training mission…they must be training for a mock take down of the airport, why else would they have there lights off?"

I reasoned that it must be a B-2 bomber…yeah that's it…it's a B-2 bomber…but something else in my head was saying – no it's not, the shape is different. It is also silent. As I was thinking these thoughts in quick succession – I began thinking of alternatives. No sound, boomerang shaped? It must be a glider, I thought to myself. "Yes that's it, it must be a glider, like from that Movie "Escape From New York" when snake Pliskan flies a hang glider and lands on the roof of the World Trade Center in New York.

Just as I had finished that thought I had also reached the top level of the porch and I could now see that I had momentarily lost sight of the object. I was excited and curious, what was I witnessing, a Navy Seal training mission on hang gliders to take down an airport? I didn't have to wait long for an answer…Suddenly my gaze went from the sky to just above the treetops in the foreground. Something was there. From behind the trees I saw something emerging.

"God," I thought, I have never seen any glider drop that fast?

I have flown gliders in Kitty Hawk North Carolina, and you can reach great speeds in a dive, but nothing could drop that far – that fast. I got the impression that the object had gone into a spin and dropped while spinning around one central axis. Like a leaf pod from a maple tree falls and creates a helicopter effect look. Time seemed like it slowed down when the craft appeared from behind the trees. I felt like I was in a mild state of shock.

I couldn't move a muscle. As the immense craft clears the treetops it begins to enter a halo of light that was being emitted by the High Pressure Sodium streetlights that lined Roger's Avenue below it. Just as it was about to pass over the halo of lights I made some observations:

1. This is not a B-2
2. This is not a hang glider
3. What the fuck is this?

Then I could vaguely feel something pulsing. It sounds like an eighteen wheeler in the distance on a freeway…maybe it is just that. Then the craft enters the halo of light from the streetlights and I was able to make out the distinguishing characteristics of the craft. At this point the craft would have been flying a path that was perpendicular to me. In a sense I almost felt like I was standing on a parade stand and watching a "float" go by.

The craft was immense. Its skin looked almost iridescent in the yellow-orangish light of the streetlights. I could clearly see what would have been the right front leading edge of the crafts "wing." As I began to see more detail, I soon realized that I was not looking up at any type of

“air” craft. For one thing the distance or thickness of the one side of the wing I was looking at appeared to be 20 or 30 feet tall. There was absolutely no taper to the “wing” whatsoever. The “fuselage” of the craft was uniform in thickness throughout and the object if it were an aircraft would have had the flight characteristics of a flying brick.

The skin of the craft looked like it was injection molded and completely smooth. There were no rivet holes, no cockpit area, no engine exhaust ports or intakes, no landing gear, no lights¸ no nothing. The craft’s skin reminded me of a ceramic composite flame spread of Vapor Deposition coating that would be applied to new types of composite ceramics.

The skin looked as if it were a little porous. Even if this object had jet engines, they would have to be pointed down in order to provide the thrust necessary to lift such an immense fuselage, but there was no jet blast, no tree branches rustling underneath the craft just a few feet under it.

Even if there was a jet engine going with noise cancellation technology – where is all the dust and debris that would be kicked up? There was none of that. There was also no chance that this “Boomerang” shape could be an airfoil due to its thickness. In order to produce lift an aircraft wing functions on the theory of lift and drag.

Lift is created when a tapered wing forces the air to travel a little farther and a little faster over the top of a tapered wing.

The Bernoulli Principle states that a craft will only produce lift when the air traveling around the airfoil is tightly compacted and sticks close to the wing. The drop in pressure of the faster moving air over the top of a wing created a force that we call lift and that is the governing principle of all aircraft in use today.

This object’s “wings” were 30 feet thick and only slightly rounded on the corners. From the front of the leading surface of the craft to the back was 30 – 40 feet. It looked like a squared off bar of iron that had a bend in the middle of it and slightly rounded corners.

During the few short seconds all of these thoughts came rushing in, the object now appears to be slowing down and I can vaguely “feel” a very low-pitched subsonic humming sound that permeates my body. The huge “boomerang” shaped object is now slowing down considerably or my recollection of the event is in slow motion, but just at that time, the craft seemed to be about to stop and hover above the streetlights – silently in front of me. The streetlights never flicker, the trees below the craft are motionless, and it seems as if the whole world just seemed to slow down…

Truly freaked out and in a state of shock, I take a moment to look at my watch and it says 9:08pm EST. I take a deep inhale and try to muster out a scream for Teddy, who was no more than 20 feet away but still inside his apartment watching TV. I moved my lips and felt my throat contract to call Teddy’s name, but to my dismay – not a murmur came out.

Thinking I had lost my nerve, I took another breath and shouted as loud as I could again. But again – nothing came out but a faint whisper. At this point I was getting a little anxious and a

little afraid. I took one last deep breath in and this time shouted at the top of my lungs, but to my disbelief, only a whisper came out. I was terrified now…was I in shock…like one of those classic movie scenes where the main character witnesses something so incredible that he can't speak. I was unable or unwillingly to move and I was transfixed on the craft.

The craft begins to pick up speed a little now, and begins to float silently above the houses and treetops in the distance traveling due north, moving parallel to Hampton Blvd and traveling due North. As the craft floats North behind some tree branches, I was awestruck when I had to move my whole head to be able to see one side of the Boomerang's "wing," then move my head in the opposite direction to see the other wing. Now I got some perspective of the true proportion of this immense "boomerang."

I quickly realize that there is no precedent in any aviation engineering sense for what I was observing. This was not a B-2, this was not a mysterious light in the sky, this was not a hang glider or a secret stealth balloon, this was something so totally beyond my comprehension that I was paralyzed.

The proportions of this craft would dwarf anything ever put to the skies except, perhaps the Zeppelins of old. (Except Zeppelins - or any other Lighter than Air Ship, can't descend that fast, nor could they ever move that fast without some sort of propulsion system.)

The distance from the left "side" of the boomerang to the right "side" was at least 300 feet wide but probably not more than 400 ft wide at most, I might be off by a bunch, but it was huge, just massive, I don't know how it didn't fold in the middle – it was just awe inspiring.

One more thing, on the back of the craft there was some sort of "line" which ran parallel to the body of the craft. In other words it looked like a rectangle within a rectangle. In retrospect it must have been a protrusion of a few feet out because it was passing over a huge playing field and the lights which illuminated it were now coming from an angle which could only have made the shadow line I saw, if something was protruding as opposed to recessed within the crafts structure.

Also when viewing craft from the rear, I could see that there were three domes on the bottom of the craft, one on each tip and one in the middle. The next day I searched every paper and news item...but I heard nothing. I thought that I was the only person in the world who saw this thing.

So I kept my mouth shut. I told a few close friends, but after being ridiculed, I shut-up. I continued my research, but kept it to myself. Before I went to bed that night I pulled out and framed a letter that was sent to grandpa Hunnewell when he was in Hawaii. It was sent from a guy named Stan, who was stationed at Fort Hood in Oregon.

March 12, 1997 9:12 pm EST – Huge Boomerang UFO over Norfolk Naval Base

Report from: "FILERS FILES" MUFON Skywatch Investigations by: George A. Filer

> MUFON investigators Mike Shields, Dennis Hawley and Dick Daley interviewed a witness Mr. William W. who reports observing a large boomerang shaped UFO on March 12, 1997. The witness was outside when he noticed something blocking out the stars in Orion's Belt. The object then dropped in altitude to only 200 feet and moved north along and above the Hampton Boulevard in Norfolk at a speed of between 40 to 50 mph. A portion of the object passed through a halo of amber street light emitted by the street lights. It was boomerang in shape with three dome like structures underneath and one dome on top. It consisted of two right angles curving at the apex. The UFO was between 800 to 1,000 feet long with a groove along its length on its backside. The object had no lights and was dark in color. It made a low pulsating humming sound.
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> This location is only a few miles from Norfolk Naval Air Station. The witness thought at first it might be Navy Seals training with hang gliders. The entire right side of the craft was seen as it passed through a halo of amber light emitted by the street lights. The UFO did not appear to be aerodynamically shaped because its right wing tip did not have a tapered appearance. It consisted of two right angles curving at the apex. The drawing reminds me of a very thick boomerang. The UFO's appearance does not fit the description of any known aircraft or balloon. The drawing infers a flying wing because of it's, low flight level and structure. The closest aircraft in the US inventory would be the B-2 bomber, but with unusually thick wings. The square shape and thickness of the wing are particularly puzzling. The investigators felt the witness truthful and provided a detailed description of the craft including drawings on two occasions. His unyielding account of the incident indicates this may be a potentially significant sighting.
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> The UFO disappeared moving north behind some trees in the direction of Hampton Roads Bay. The craft was flying over some our nation's primary naval installations long known for tracking UFOs. Additionally, the craft would have caused a safety hazard to aircraft operating from Navy Norfolk or Norfolk International Airport. The witness who is a member of the Civil Air Patrol felt the craft may have come from the nearby Craney Island Military installation. He was interviewed on two occasions and his story never changed. It is the consensus of the investigators that he was a spectator to a truly unusual event. Approximately 26 hours were spent investigating this case but no other witnesses to the event could be located. Thanks to Ricardo Atristain MUFON Virginia State Director.

Incorrect Date of Report of The Norfolk Incident from UFO Roundup

"UFO ROUNDUP" Volume 3, Number 12 - March 22nd, 1998

> (Author's Note: The date of this sighting report is incorrectly copied by Joe Trainor from the previous report by George Filer of "Filer's Files," the correct date should read, "On Wednesday, March 12, 1997," – not, "Thursday March 12, 1998,"!)

On Thursday evening, March 12, 1998, William W. "observed a huge boomerang-shaped UFO...blocking out the stars in Orion's Belt. The object then dropped in altitude to about 200 feet and moved north along and above Hampton Boulevard" in Norfolk, Virginia (population 261,229). The object flew slowly at a speed of between 40 and 50 miles per hour, he reported. It was so low that light from Hampton Boulevard's bright amber streetlights illuminated a portion of the craft. "It was boomerang in shape...and consisted of two right angles coming into the apex. The UFO was between 800 to 1,000 feet high with a groove along its length on the back side. The object had no lights and was dark in color." At first the witness thought he was seeing U.S. Navy SEALs on a nighttime training exercise with hang gliders. But the sheer size of the object convinced him otherwise. "The UFO did not appear to be aerodynamically shaped because its right wingtip did not have a tapered appearance. The UFO disappeared moving north behind some trees in the direction of Hampton Roads Bay." The seaport city of Norfolk is located 93 miles (154 kilometers) southeast of Virginia's capital, Richmond. The case is being investigated by Michael Shields, Dennis Hawley and Richard Daley of Virginia MUFON. (See Filer's Files #11 for 1998. Many thanks to George A. Filer and Ricardo Atristain, director of Virginia MUFON, for this story.)

March 12, 1997 - 8:00pm MST - Phoenix, AZ - Formation of Lights

NUFORC: I watched the UPN UFO special and have been meaning to send my information in since I first heard your director being interviewed by Art Bell. Last year I saw in Canada an account on "Unsolved Mysteries" which I taped to show my wife and our friend who was visiting us when the TWO INCIDENTS which the three of us saw on MARCH 12 and 13. I just reviewed your database and see that one entry is for the 12th.

OBSERVATION: Usually every night I take a "walked around the block", a couple or three laps around our mobile home south of Florence, Az. Mar. 12: probably around 8:00 p.m, perhaps 8:30pm (between TV shows) I did my laps and noticed that a band of lights to the west where we can see the glow of Phoenix lights. Unlike what was seen the next evening, there were gaps in the display. From our perspective the lights were in one line dipping to the north, higher at the south end. The lights were white BUT there were gaps between them; as best as I can recall there may have been 5 or 6 displaying a pattern but with gaps in the pattern, such as #1 was on, #2 wasn't, but #'s 3 and 4 were and #5 may have been of while #6 was light. Anyway I called out my wife and our friend to see them, and I speculated that perhaps these were flares from night jumping; (the Coolidge airport where paratroopers have done night jumping is in line with the Phoenix air port, in fact, we are on the flight path for aircraft approaching Sky Harbor from the east or south east. I just can't remember if I took my binoculars out but I believe I did. What surprised was that there seemed to be not perceptible downward movement yet this the fact that I jumped to the conclusion that the north end was lowest fit in with my idea that the first flare would be lower than the last flare dropped. March 13: Again I saw the lights about the same time and again no perceptible downward movement BUT as been widely reported, this time there where no gaps in the lights--which to me meant that none of the flares were duds. I am really surprised that perhaps only one observation was make for the evening before since while there were fewer lights each one had the same intensity.

March 12, 1997 - 9:08pm EST - Original Norfolk Incident Report from Filer's Files

Report from: Filer's Files #11-1998 Published: March 19, 1998 Majorstar@aol.com

MUFON investigators Mike Shields, Dennis Hawley and Dick Daley interviewed a witness Mr. William W. Warwick IV, who reports observing a large boomerang shaped UFO on March 12, 1997.

The witness was outside when he noticed something blocking out the stars in Orion's Belt. The object then dropped in altitude to only 200 feet and moved north along and above the Hampton Boulevard in Norfolk at a speed of between 40 to 50 mph.

A portion of the object passed through a halo of amber street light emitted by the street lights. It was boomerang in shape with three dome like structures underneath and one dome on top. It consisted of two right angles curving at the apex. The UFO was between 800 to 1,000 feet long with a groove along its length on its backside. The object had no lights and was dark in color. It made a low pulsating humming sound.

This location is only a few miles from Norfolk Naval Air Station. The witness thought at first it might be Navy Seals training with hang gliders. The entire right side of the craft was seen as it passed through a halo of amber light emitted by the street lights.

The UFO did not appear to be aerodynamically shaped because its right wing tip did not have a tapered appearance. It consisted of two right angles curving at the apex. The drawing reminds me of a very thick boomerang. The UFO's appearance does not fit the description of any known aircraft or balloon.

The drawing infers a flying wing because of it's low flight level and structure. The closest aircraft in the US inventory would be the B-2 bomber, but with unusually thick wings. The square shape and thickness of the wing are particularly puzzling. The investigators felt the witness truthful and provided a detailed description of the craft including drawings on two occasions. His unyielding account of the incident indicates this may be a potentially significant sighting.

The UFO disappeared moving north behind some trees in the direction of Hampton Roads Bay. The craft was flying over some our nation's primary Naval installations long known for tracking UFOs. Additionally, the craft would have caused a safety hazard to aircraft operating from Navy Norfolk or Norfolk International Airport.

The witness who is a member of the Civil Air Patrol felt the craft may have come from the nearby Craney Island Military installation. He was interviewed on two occasions and his story never changed. It is the consensus of the investigators that he was a spectator to a truly unusual event. Approximately 26 hours were spent investigating this case but no other witnesses to the event could be located. Thanks to Ricardo Atristain MUFON Virginia State Director.

March 12, 1997 - 9:08pm EST - Incorrectly Dated Norfolk Incident Sighting Report

From : "UFO ROUNDUP" - Volume 3, Number 12 - March 22nd, 1998 - Editor: Joseph Trainor

(Author's Note: The date of this sighting report is incorrect. This report says that the incident occurred in 1998 – it did not, it occurred in 1997. Out of the 4 reports of my event published, 3 reported the event as happening in 1998! Any other witnesses wishing to corroborate their sighting on March 12, 1997 in Norfolk would think they were on different days. Whether this is due to a simple mistake and poor journalism or something more sinister is hard to say.)

On Thursday evening, March 12, 1998, William W. Warwick IV, "observed a huge boomerang-shaped UFO...blocking out the stars in Orion's Belt. The object then dropped in altitude to about 200 feet and moved north along and above Hampton Boulevard" in Norfolk, Virginia (population 261,229). The object flew slowly at a speed of between 40 and 50 miles per hour, he reported. It was so low that light from Hampton Boulevard's bright amber streetlights illuminated a portion of the craft.

"It was boomerang in shape...and consisted of two right angles coming into the apex. The UFO was between 800 to 1,000 feet high with a groove along its length on the back side. The object had no lights and was dark in color."

At first the witness thought he was seeing U.S. Navy SEAL's on a nighttime training exercise with hang gliders. But the sheer size of the object convinced him otherwise. "The UFO did not appear to be aerodynamically shaped because its right wingtip did not have a tapered appearance. The UFO disappeared moving north behind some trees in the direction of Hampton Roads Bay." The seaport city of Norfolk is located 93 miles (154 kilometers) southeast of Virginia's capital, Richmond. The case is being investigated by Michael Shields, Dennis Hawley and Richard Daley of Virginia MUFON. (See Filer's Files #11 for 1998. Many thanks to George A. Filer and Ricardo Atristain, director of Virginia MUFON, for this story.)

March 12, 1997 - 9:50pm MST - Glendale, AZ - Orb UFO sighting

NUFORC - Stationary object SW of the Phoenix AZ area seen over several nights. Quit appearing after the Mar 13 incident in Phoenix. Over about a two week period I noticed a single light in the sky at about the area of the Estrella Mountains south west of Phoenix. I thought it odd because I am not aware of any roads or power lines in the Estrella Mountains. The light was a yellow light similar in appearance to a low power sodium vapor street light. Observed at about the same angle that the peak of the highest peak of the Estrella Mountains would be from my observation point. (I had concluded that because it did not move that somehow someone had installed a street light on top of the Estrella Mtns). I did notice that it would occasionally fade out and later reappear in the same spot. This light was last observed on Mar 12 the day before the multiple lights observed across Arizona. The yellow light description of the multiple lights reminded me of what I had been observing, so I double checked the angles from various reference points where I had observed the light and consistently found that that the location where I had remembered the light being was further west than where the mountains are located.

This would place the light in open sky rather than on one of the peaks. I did observe this light on several different nights at various locations several miles apart. The object's apparent location was consistently in the same area which would place it approximately 20 miles south of Luke Air Force Base or about 20 miles ssw of downtown Glendale at an altitude of about 1000 ft (comparable to the nearby mountain peaks).Despite looking for it, this light has not re-appeared since the major event of lights here in AZ

March 12, 1997 - 11:00pm MST - Santa Fe, NM - Very Large UFO

NUFORC: The time it took place was the day before the Arizona sightings of multiple ships. DRIVING IN FROM ALBUQUERQUE I NOTICED A WIERD SOUND IN MY TRUCK. I THOUGHT IT WAS THE RADIO SO I TURNED IT OFF AND THE DEEP BASE SOUND STILL WAS THERE. WHEN WE ARRIVED AT MY BROTHERS HOUSE IT GOT LOUDER. AT THAT TIME MY WIFE AND I WERE LOOKING AT THE COMET. AS WE GOT OFF THE TRUCK THE NOISE WAS STILL THERE, AND IN FRONT OF US AT ABOUT 1/4 MILE AWAY WAS A HUGE LIGHT GREY CRAFT WITH WINDOWS ON THE FRONT OF THE SHIP. I COULD SEE INSIDE AS IT GOT CLOSER. THE BOTTOM OF THE SHIP WAS LIGHT GRAY. MY WIFE COULD HERE IT BUT COULDN'T SEE IT. I RAN INTO MY BROTHERS HOUSE AND TOLD HIM TO COME OUTSIDE AND LOOK. AT THAT TIME THE SHIP WAS OVER THE VILLA LINDA MALL AND STARTED TO TILT UPWARDS AND THEN IT VANISHED.

((NUFORC Note: If the date indicated by the witness is correct, it would have been 12MR97. We have entered that date here. We have a written report from a witness in Henderson, NV, for 12MR97 which also describes a large object in the evening sky. PD))

March 12, 1997 - 11:00pm PAC - Brentwood, CA - Boomerang Shaped Lights

NUFORC I saw three lights forming a V shape in the night sky about 300 feet in the air. There was no noise and they were moving slowly in an easterly direction. I could barely make out the outline of a V shaped vehicle which looked like a carpenter’s square ruler. It was the night before the phoenix lights sighting occurred.

This sighting happened after I went through a most incredible series of events. I went to the Justice Department anti-trust division in San Francisco and provided a letter detailing my discovery of a non-detectable computer virus, which was extremely destructive. I characterized this virus a Planned Obsolescence/Monopolization virus. I provided the Justice Department with a list of symptoms and a technique I discovered to resolve this problem. I got no assistance from them nor the FBI nor the police, as I was experiencing coercion in the harassment of my computer repair company by affluent people in the East Bay of California, Phone tapping and other manipulation, price fixing, and threats which made me fear for my life. My harassers were connected to the computer industry and large financial institutions. I was never formally interviewed by anyone and told my brother on the phone that "They're only hope is to turn me into a Jesus freak or something, cause otherwise I'm going to the supreme court about this."

The next day I started hearing out of place voices on my TV and Radio which were of a religious nature. It was very convincing and I had started reading the bible because I was all alone as my family couldn't help and my friends didn't understand. I started having visions of things I read in the bible. These voices and visions went on for four months. I had to move as my business went from $5000 per month to about $100 per month once I announced this virus to lawyer customers who were trying to prove that I wrote it to increase my business when in actuality, I had no idea what was behind the harassment I was experiencing. I am including this information because I feel that my business problem is connected with this ufo sighting and thus shows an agenda for the phoenix lights vehicle sighting and a connection between ufo's and the system. I swear to the authenticity of this story and am prepared to testify to anyone in this regard. I am certified by Apple, Compaq, Epson, IBM, NEC and Toshiba to service their desktop and laptop PC's and printers. I have about 15 years experience troubleshooting, maintaining and repairing electro-mechanical equipment including computers, printers and radios.

March 13, 1997 - 7:45 pm MST (9:45pm EST) - Gila Bend, AZ - Lights

NUFORC - Occurred: 3/13/1997 19:45 Reported: 9/2/1999 08:24 Posted: 9/12/1999
Location: Gila Bend, 20 miles east of on I-8, AZ Shape: Light 2 large, bright orange/pinkish lights seen south of I-8 over the desert. Went from 2 to 3 to 4 lights. Small bright objects quickly left and returned to the larger lights. These smaller lights lit up the background clouds. Wife, in-laws, nephew and son witnessed with me. 20 miles east of Gila Bend, AZ on I-8 about 50 miles SW of Phoenix. I noticed two bright lights shining over the desert south of the freeway. At first I thought they were to very tall light poles. 2 then 3 then 4 lights appeared.

The lights went out and 3 more appeared lower in the sky immediately. It seemed a set of lights went off and then the bottom set turned on. Five individuals in my car witnessed these lights for approx. 20 mins from I-8 interstate. I could still see the lights as we entered Gila Bend's business district. The lights always remained stationary. Smaller lights seemed to split off from the right edge of the rightmost light, do a very quick arc and return. The light from the small ones lit up the background clouds. No sound was heard. We tried to take a photo but it didn't turn out. This was the same night as the famous “Phoenix Lights” were seen.

((NUFORC NOTE: Location of these lights may be important to understanding the nature of the events that took place later in the evening, e.g. after 2100 hrs. This is the only report NUFORC has seen to date, which indicates an earlier time. We believe that they had nothing to do with the object(s) seen over Henderson, NV; Paulden, AZ; Prescott, AZ; Dewey, AZ; Cordes Junction, AZ; Phoenix, AZ; Casa Grande, AZ; Tucson, AZ; and Kingman, AZ.))

March 13, 1997 - 8:15 pm MST (10:15pm EST)- Gila Bend, AZ - Boomerang

NUFORC - Occurred: 3/13/1997 20:30 Reported: 4/6/1999
Location: Gila Bend Auxiliary Field, Gila Bend, AZ - Shape: Boomerang

As a security officer for the GBAF at the time, I was on patrol duty and located at the salvage

yard at the Southern end of the Base. At approximately 2015 hrs (8:15pm) I saw approximately 15 or 16 flares dropped in close succession to each other, forming a near perfect V-shape pointing towards the West. They were within about 3 miles from my location and were close enough that I could see the white smoke coming off them as they burned, but not their parachutes. They burned for about 15 minutes before going out. This was unusual because the area where the flares were dropped seemed to be over 'D' area or Dart Drop as it is called, but 'D' area is NOT used for night target exercises because of the close proximity to the Base. The closest target area is to the south in Range 3 - EastTac which is another 5-8 miles away towards the Southeast. I had only observed 2-5 flares used at a time and usually staggered. Another officer remarked on his radio that he thought a bunch of people were going to report a UFO after seeing that. Someone else said he did hear on the news over the radio that people were reporting a V-shaped UFO over the Phoenix area. Later, I listened to the Art Bell show for the first 10 minutes and heard the same stories. There are at least 3 mountain ranges between here (Gila Auxiliary Base) and Phoenix, all of which are at a higher elevation than the height of the flares I observed. The closest town to our base is Ajo, which is another 40 miles or so south of Gila Bend, and I doubt that anyone there could have seen these flares. The mountain ranges which are 10 miles or so North of us on Highway 85 start blocking the South view anyway. It seems obvious to me that the connection of my observation of an unusual flare drop to the "'Phoenix Lights" UFO sightings on March 13, 1997 were a pretext to the authentic UFO reports.

March 13, 1997 – 9:19pm MST (11:19pm EST) - Troubleshooter 615 Lost

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Section: FRONT , page A1
Source: BY JACK DORSEY, STAFF WRITER
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Through a moonless black sky, Troubleshooter 615 dropped toward the flight deck of the frigate Jesse L. Taylor that night last spring, as the warship cruised 80 miles off Cape Hatteras.

Sailors on the deck would remember that the Navy HH60H helicopter came in a bit slower and higher than normal perhaps 40 to 50 feet higher and that it paused momentarily as a landing signalman motioned for the chopper to land.

Then, without explanation, 615 flew forward, over the 80by45foot flight deck, over the waiting

sailors' heads.

Its nose pointed downward, the chopper cleared the starboard side of the frigate's boxy hangar, flew alongside the ship's hull. And slammed into the water nose first, 50 yards off the Taylor's starboard bow.

It, and its four crew members, vanished in an instant.

It was 11:19 p.m. March 13, in a swath of ocean known as the ``Graveyard of the Atlantic," and the opening of a mystery that continues to confound accident investigators.

For in its final moments aloft, Troubleshooter 615 issued no distress calls. The helicopter's engine sounded normal. The weather was acceptable. Sailors on the frigate noticed nothing to suggest the craft or crew was in trouble.

Later, after a Navy salvage crew raised the wreck from its resting point 300 feet underwater, engineers found no evidence of a structural failure on the craft, no problems with its avionics. Nor did autopsies reveal any drugs, alcohol or health problems among its crew.

``The actual cause of this mishap," wrote Rear Adm. Robert C. Williamson, commander Carrier Group Two, in an accident investigation released to the public last week, ``may never be determined."

That, experts say, is the worst finding an accident investigator can make. When a cause cannot be found, it does little to prevent future accidents.

But while the Navy's investigation drew no firm conclusion as to what caused 615 to crash, it produced substantial discussion about what might have prevented the accident and may prompt the service to demand additional safety features for its helicopters.

The fleet has recommended such equipment for years, in Judge Advocate General accident investigations, aviation hazard reports and mishap reports.

``Unfortunately," wrote Capt. Joseph J. Capalbo, former commander of Carrier Air Wing 8, ``fiscal constraints and programmatic decisions sometimes keep the most effective solutions out of reach."

Capalbo, the air wing commander aboard the carrier John F. Kennedy that night, feels the time has come for the Navy to install a Ground Proximity Warning System in its aircraft.

The device, common in all commercial airliners, would give pilots an audible alarm when the terrain below or in front of their aircraft or the water gets too close.

``This mishap is a classic example of one which potentially could have been prevented by a ground proximity warning system," Capalbo wrote in his endorsement of the accident investigator's report.

``Controlled flight into terrain is a serious hazard which continues to claim lives and aircraft,"

Capalbo added in an interview last month. ``It is time to reexamine incorporation of a GPWS."

Some of Capalbo's colleagues weren't sure a GPWS would have changed much that night. Rear Adm. Williamson wrote: ``Fatigue, disorientation, unfamiliarity and/or distraction at the critical moment during the approach could each be a casual or contributing factor in this case.

``The fact remains," he said, ``the more cues and lead time aircrews have of an impending problem, the lower the risk of a mishap."

Vice Adm. John J. Mazach, commander of the Atlantic Fleet Naval Air Force, thought it ``questionable" that a GPWS ``would have been beneficial in this mishap," he wrote in his comments about the report.

``However, (I) concur with the first and second endorsers (Capalbo and Williamson) that the incorporation of GPWS systems would undoubtedly be of benefit to naval aviation and lower the risk of controlled flight into terrain," he wrote.

Mazach has since ordered that a copy of the investigation be forwarded to the commander of Naval Air Systems Command ``to provide further support for immediate installation of Ground Proximity Warning Systems in naval aircraft."

The warning system is among the top 20 priorities for funding for the Navy's air arm next fiscal year.

The $16 million HH60, which is to helicopter pilots what the F/A18 Hornet is to the Navy's fighter/attack community, has a radar altimeter warning system that sounds an alarm below a specified elevation. But that is not the best device to help prevent such accidents, say the aircrews.

To understand why, it's helpful to understand the events leading to the loss of Troubleshooter 615.

The chopper was embarked on a demanding, two helicopter mission, in which it was to drop a four man SEAL team on a beach at Dam Neck, in Virginia Beach, and return to the JFK, steaming off the coast. The distances involved, 300 miles roundtrip, all over water, required the choppers to refuel on a ``lily pad" the Taylor.

It was to be an ``extremely busy day," wrote Cmdr. Charles P. Bourne, commanding officer of Helicopter Antisubmarine Squadron 3, in his report of the incident, and he thus picked the crews carefully.

The men aboard 615 certainly were seasoned. Lt. Cmdr. Joseph P. King, the helo's commander, was the squadron's operations officer and a ``by the book" pilot with 3,469 career flight hours, nearly 650 of which were in the H60. Lt. Christopher D. Buckley had accumulated 1,101 career flight hours, 819 in the H60, and had spent 120 hours using night vision goggles.

Chief Petty Officer Andrew K. Baker had more than 3,000 career flight hours, 776 of them in the H60 and more than half of those at night. And Petty Officer 2nd Class Edward J. Kos, a first tour

aircrew member, also was qualified, having more than 709 career flight hours, all but six of them in the H60.

Both crews were wearing night vision goggles that night, devices now commonplace aboard the nation's military helicopters, but, as standard operating procedures dictate, they would have removed them at least 10 minutes before landing on the Taylor.

Blackness surrounded them as they neared the frigate: No discernible horizon existed.

Cmdr. Mark K. Adrick, the lead investigator into the accident and a 20year veteran of landing helos on small decks, offers one possible scenario for what followed, noting that witnesses described the craft's approach as higher than normal.

``In a high approach, as the aircraft crossed the flight deck and continued forward toward a landing spot, the crew would have lost visual reference on the landing signalman and the flight deck," he said. ``Consequently, 615 drifted too far forward, and in this situation the normal response would be to initiate a wave off."

A wave off, a series of maneuvers to get the chopper up and away from the ship after scrubbing a landing attempt, is ``one of the most demanding flight evolutions a helicopter pilot encounters," Adrick wrote, and are even more so at night. The pilot must switch from visually controlling the aircraft to using only instruments, while simultaneously sliding the helo sideways, lowering its nose to gain airspeed, and putting it into a climb.

``This combination of movements tends to be vertigo inducing, particularly under conditions lacking a clearly discernible horizon," he wrote, and ``any lapses in concentration, distractions or breakdown in instrument scan can further aggravate the onset of vertigo and loss of situational awareness."

As 615 began the wave off, Adrick theorized, its crew may have sensed they were too close to the whip antennas atop the frigate's hangar. They now divided their attention “between visually ensuring they cleared Taylor and their flight instruments” and they began losing track of where they were.

Lacking a moon or other reference, the crew's only indication of their flight path would have come from their flight instruments. They may have been disoriented by the effects of a nighttime wave off.

As the aircraft cleared Taylor, it would have been flying slowly. The crew probably focused its attention on gaining airspeed, as evidenced by the aircraft's nose down attitude as it passed Taylor's pilothouse.

And, so preoccupied, the pilots may not have realized they were descending until they hit the water.

``I have found," Adrick wrote, ``. . . the general tendency is for a pilot to concentrate on a single instrument or parameter and drop the others from his scan. Consequently, the aircraft may be climbing, descending, turning, etc., and the pilot is not even aware of it."

Capalbo, who retired last month after a 20year career of flying jets, the latest being the F/A18, said his ``summary feeling about that accident and several like it is that they were avoidable if we had spent the money some years ago to refine GPWS like the airlines have."

The Navy has tested the GPWS for years, he said, claiming the biggest problem with it has been an unacceptable number of false alarms the device gives off.

``But the reason they had problems with it," he said from his home in Virginia Beach, ``is they haven't wanted to spend the money on it."

Every commercial airliner incorporates the system into its avionics and it is mandatory that those air crews respond to an alarm.

``They don't worry about false alarms," he said. ``If he gets a false GPWS warning he has emergency maneuvers he accomplishes so he doesn't hit the ground.

``The whole problem with the Navy and the GPWS is we keep crashing airplanes into the ground and the Navy's response is to go to the wing commanders and the squadron COs and say, `You guys need to not fly into the ground,' instead of spending money on a system that will help prevent it."

Naval Air Systems Command officials said that they finished installing the GPWS in June on 125 of the Marine Corps' AV8B Harrier night attack jets.

The service has begun a program to fit the device in 95 of its cargo and tanker aircraft and hundreds of its bigger helicopters. Retrofitting 38 C2 Greyhound carrier transport planes and 187 copies of two different models of Seahawk is planned for fiscal 1999. Five VP3 Orion executive transports are to be fitted in fiscal 2000.

And the Navy plans to install it in hundreds of existing F/A18 Hornets, and to install GPWS in the new Super Hornet as it comes off the production line.

``The Navy has embarked on an aggressive program to install safety systems in all their aircraft in the most cost effective manner possible," the Air Systems Command said in a statement. ``Funding for these efforts is currently being worked through the budget process."

Retrofitting its existing aircraft with GPWS will be expensive, though the Navy did not provide The Virginian Pilot with an estimate of just how expensive.

In Capalbo's eyes, it's money well spent.

``I have had several friends of all (ranks) killed flying into the ground in the F18," he said, ``and

the F18 is the simplest airplane the Navy has ever built to fly. But it has the most complicated mission.

``So I have a real problem with the Navy and GPWS."

March 13, 1997 – The Phoenix Lights UFO Reports

March 13 - 7:30pm MST - Phoenix, AZ - Lights in Trapezoid Formation

NUFORC: Four bright orange lights were seen just after sundown at about 30' elevation looking to the North/North-East. They were in a trapezoid-type formation. We also noticed some smaller white lights appearing around the orange lights that looked as if they might have been associated in some way. The lights seemed to be moving very slowly toward the South. The formation gave the impression of a plane, only much, much larger.

March 13 - 7:30 pm MST - Superstition Mountains, AZ, UFO's in Hexagram Formation

From Village Labs - First observed in a hexagram pattern at about 7:30 PM over the Superstition Mountains area east of Phoenix, the characteristic 8+1 formation of amber orbs was next seen in two separate arc patterns with "trailing lights" over the Gila River area at about 9:50 and again at 10:00 at the southern edge of Phoenix, were they were seen by thousands and videotaped by a handful who had camcorders close enough at hand to catch the fleeting minutes of their displays.

These amateur videos have immortalized the orb formations, becoming soon known to the world over as "The Phoenix Lights".

The last appearance of the hovering orbs of the night, this time in a distinct vee formation, was in the now-recognized " hot spot" of Rainbow Valley at about 2:00 AM on March 14 (where they later reappeared on 1/14/98).

Today in the Arizona Republic (States largest news paper) a local lawyer and 30 witness had a date in federal court to find any records of the triangular object from the US Gov. Sorry I don't have the paper with me and the AR&PG web site is a pay member thing. Now here is the kicker, Art Bell (radio talk host) is one of the witnesses! I personally find that this is disappointing because it paints the other witness as kooks, which means we will not likely learn anything from the suit.

I have responded to a post about this incident and find that the flare event is confused with the sightings all over the State that and proceeding nights. Why? Because I live 100 miles north of Phoenix and I saw that thing. In fact, I may have had one of the better sightings of the craft.

I went outside about 11:00pm because the radio had static on KJZZ (Mesa, AZ), which is not unusual. It had been raining earlier that day and evening, and the clouds were breaking up. With a cup of coffee I stepped out for some air and a break from working at the computer. It was the Wednesday before the Phoenix incident on Friday.

Something caught my eye which looked like reflections from the shopping center parking lot. I look into a really dark spot to better adjust my night vision and looked back. The sky looks black with bright stars until you see an object silhouette against the sky, then the sky has a dark violet look. The lights from the local airport about 5 miles away would rotate around lighting up the clouds, and the clouds are illuminated by the city lights.

Above me at about 20 degrees from straight up, I saw this black triangular object silhouetted against the sky. About that time the airport light lit the clouds and this object so that the edges reflected. The object had no lights on, it was wet so that the edges reflected each time the airport light came around.

Toward the front (?) and centered was a circular area that was reflective like glass, and it looked like maybe a 60 (?) inch dia. camera lens (like the lens on a Pentax or Hasselblad). That is what was reflecting the parking lot lights, which were about 1/8 mile to the east. This object remained motionless and silent for about 45 seconds. I kept looking away to adjust my eyes and then look back and it was sill there. Finally, it was gone. I sensed it went over my head, but I don't know.

This thing is big! Like a jumbo airplane, black or very dark grey, triangular in silhouette (not boomerang), and the leading edges had a curvature like an airfoil on a wing, smooth. It looks like the stealth bomber, which I have only seen in pictures and video, but a more narrow front angle, and I think much bigger. This thing flew-hovered at a height that it was lit by the airport light, which was maybe about 200 ft or less above me. I don't actually see the airport from my location.

Now before anyone thinks otherwise, I do not believe in aliens at all. If the object is not a bird, a cloud, an insect and it has a geometric construction, then it must be a man created craft. This thing was silhouetted against a clear night sky.

Yes there were clouds, no this was not a cloud. I could actually see some of the separate joined panels like on any aircraft. If it had not been wet then this would not be possible, the leading edges and joinery were highlighted by the reflectivity of water on the surfaces. I told only close friends, to my surprise this thing gets sighted all over the State on Friday, which was a relief, since some of them had that skeptical look when I told them.

March 13 - 7:45 pm - Gila Bend, AZ - Lights

NUFORC - Occurred: 3/13/1997 19:45 Reported: 9/2/1999 08:24 Posted: 9/12/1999
Location: Gila Bend, 20 miles east of on I-8, AZ

Shape: Light 2 large, bright orange/pinkish lights seen south of I-8 over the desert. Went from 2 to 3 to 4 lights. Small bright objects quickly left and returned to the larger lights. These smaller lights lit up the background clouds. Wife, in-laws, nephew and son witnessed with me.

20 miles east of Gila Bend, AZ on I-8 about 50 miles SW of Phoenix. I noticed two bright lights shining over the desert south of the freeway. At first I thought they were to very tall light poles. 2 then 3 then 4 lights appeared. The lights went out and 3 more appeared lower in the sky immediately.

It seemed a set of lights went off and then the bottom set turned on. Five individuals in my car witnessed these lights for approx. 20 mins from I-8 interstate. I could still see the lights as we entered Gila Bend's business district. The lights always remained stationary. Smaller lights seemed to split off from the right edge of the rightmost light, do a very quick arc and return. The light from the small ones lit up the background clouds. No sound was heard. We tried to take a photo but it didn't turn out. This was the same night as the famous “Phoenix Lights” were seen.

((NUFORC NOTE: Location of these lights may be important to understanding the nature of the events that took place later in the evening, e.g. after 2100 hrs. This is the only report NUFORC has seen to date, which indicates an earlier time.

We believe that they had nothing to do with the object(s) seen over Henderson, NV; Paulden, AZ; Prescott, AZ; Dewey, AZ; Cordes Junction, AZ; Phoenix, AZ; Casa Grande, AZ; Tucson, AZ; and Kingman, AZ.))

March 13 - 7:50 pm MST - Phoenix, AZ - Lights in Boomerang Formation

It was about 7:40 PM. I had just left work boarded Interstate 10 northbound from chandler Blvd. As I was looking north I noticed 5 then 6 then 7 bright lights suddenly appear in the sky a few miles ahead. they formed a straight line, then formed a V shape formation then back to a straight line this lasted a few minutes. Then I noticed the lights blink out one by one. I started to get goose bumps up and down my arms. I drove faster to get home and turn on the news to see if I was seeing things or if in fact other people saw this too. When I got home A friend of mine was waiting outside my apartment for me and seemed very excited about something!! The first words out of his mouth were "Hey Kevin you will never guess what I just saw!!" I said "Did you just see a bunch of UFOs over there?(pointing northwest). He said "YES!!". We went inside my apartment and turned on the TV. But nothing about it was on yet. We compared our stories and they were the same. Neither one of us could shut up!!!. When the news came on we learned that we were not the only ones that saw this, and that there was also a separate second sighting of a V shaped object that flew over the entire state witnessed by hundreds of people. We were both very excited and very concerned. We kept on talking about our sighting.

March 13 - 8:00pm MST - Phoenix, AZ - Chevron UFO in V formation - NUFORC

"V" shaped black object with 5 lights, passed directly over our house in Phoenix and didn't make a sound. It's shape was that of a carpenter's square set at about 60 degrees, each arm about 300 feet long. My 10 year old son and I had just arrived hope about 8pm and as he waited in the car for me to come around and open the door, he was looking towards the Northwest to see if the comet might still be visible, when he saw a grouping of lights. I looked and what I saw was what looked like at first a pattern of 5 lights in a half oval on its up side. I thought it was a blimp with lights on it. It seemed to be floating but I noticed it was coming directly in our direction. My son went in the house and got my wife, my 13 year old grandson and my 18 year old daughter, to come outside. We all watched these lights approach. Whatever it was it was moving rather slowly. As it came close it no longer had an up-oval shape, but began to look more like a "V" of 5 lights, with one light in the center lead point and two lights on each side. The angle of the "V" was not very sharp, maybe 60 degrees. As we stood there watching we were completely flabbergasted because it was going to pass directly over our house. And it did. It passed directly over head maybe a thousand or so feet overhead. Our house is up on the side of a mountain in the Northeast part of Phoenix and we can see pretty far to the northwest and southwest. When it passed overhead we all were looking at it and talking. For one thing, it seemed to float over us and it made absolutely no detectable sound at all. We were trying to imagine what it was. It certainly couldn't be a group of aircraft flying in formation, because the lights remained absolutely fixed in relationship with each other. As we looked up we could see through the

middle of the "V" but each arm seemed to be flat shaped like a ruler, and rather long from the first lead light to the tip lights, maybe a couple of hundred feet or more. It was huge. The kids got a little frightened, I suppose because we had no explanation for what we were seeing. We watched it continue to fly towards the southeast until we no longer could see any lights. My background: I am 54 years old, in perfect health. I have a Masters Degree from Columbia University Teacher's College. Formerly worked for IBM as a systems engineer. More recently worked in the electronics repair industry in management. Presently executive in a manufacturing firm. My wife is a secretary at St Mary's Catholic High School. My one daughter is an honor student at the High School. We live up on the side of this mountain and are always looking at the sky, so if we're outside not much is going to go by without us seeing it. And we all have never seen anything like this.

March 13 - 8:00pm MST - Phoenix, AZ - Boomerang UFO - NUFORC

On 3-13-97 my grandmother and I were driving home from my aunts house. as we were at 67th Ave. on I10 we saw a flying wing heading in our direction. it looked like a airplane about to crash with its lights on, but it made no sound of any kind. we got off the freeway at 83rd and followed the craft. we then heard a police siren following the craft when it suddenly blinked and was not visible. we didn't know what to think until we got home and watched the 10:00 news. I would have posted this sooner but I only learned of this site a week ago.

March 13 - 8:00pm MST - Phoenix, AZ - Chevron over Phoenix - NUFORC

An object, consisting of 5 lights, in the shape of an arrow, flew right over my house. I was on my way to the store, when I looked up and saw 5 white lights, appearing to be equally spaced, in the shape of a wide arrowhead. The lights were coming over a mountain, to the north of my house that is used for hang gliding. That was my first thought, a hang glider strung with lights. But the lights were bright enough to show that they were not attached to a hang glider frame. A friend was coming to my house the same time I was leaving, so I pointed the lights out to him. On my way to the store, I noticed my neighbors outside also watching the lights. I stopped to talk to them about it, and we all came to the conclusion that what we were seeing was a UFO. The object didn't emit any sound, and flew from north to south. I first noticed it above Shaw Butte Mountain (15th Ave. and Cholla) and last saw it around 13th Ave. and Mercer Lane. The store trip took me 10 minutes, max. I drove around a little, looking for the mysterious lights, but they were nowhere to be found.

March 13 - 8:00pm MST - Phoenix, AZ - Lights in V Formation - NUFORC

Circle From North to South over Camelback mountain High in the Arizona sky Hundreds of citizens see a phenomena of lights Soundlessly, slowly pass by Uniform in motion and in V formation The appearance was that of one mass And yet from directly under; more like five individual beacons, encased in spheres of fine glass Was it our "Dark Star" with a cloaking device or extraterrestrials offering celestial advice? "The truth is out there" and one day we'll know This verse is just to chronicle the event For History...On with the show! My mother and I were on our balcony which faces north to Camelback mountain. At approximately eight o'clock I observed five spherical lights the length of a football field floating towards us. My mother said "What ARE you looking at?" Mom, I said, "LOOK AT THIS; THERE IS NO SOUND!" Both of us were in awe as we KNOW the difference between ordinary aircraft and what we were looking at. She, the widow of an Air Force war correspondent and myself having logged MANY air

miles as a flight attendant/travel agent/international tour guide. When it was reported as "flares" my comment to her was "NOW you know why I didn't notify anyone!" What I did do was write the verse and commission an artist friend of mine who painted a 3 foot by 9 foot oil on canvass of the lights with camelback mountain in the background. It is almost as awe-inspiring as the event itself. Prints are available if interested. If I had been online and known of this website on March 13, 1997; not only would I have reported it immediately but I might have saved myself the grief of wondering about a temporary tenuous grip on reality! Thank you for maintaining this website for everyone concerned.

March 13 - 8:00pm MST - Mesa/Apache Junction, AZ – “Lights” - NUFORC

I came home after work at about 9pm 3/13/997. My children, ages, 7, 8, & 11, had been in the backyard all evening. When I arrived, they came running up very excitedly telling me of a strange white light that had circled another white light and then sped away. I pretty much blew it off until I saw a report on the local news about Thursday nights lights. I'm embarrassed I didn't listen, and jealous I didn't see it myself. Lights were white in color and seemed to be straight overhead.

March 13 - 8:00pm MST - Kingman, AZ - 5 Lights in V Formation - NUFORC

Around 7:30 p.m. my husband first observed 1 light moving across the sky in a SW direction. No flashing lights just steady. I saw it also. 30 min later he was looking NW in the Hale-Bopp comet direction and saw a fuzzy light above the horizon. Too late for the comet so we got a pair of binoculars and WOW. 5 BRIGHT orange lights in a V formation. Not moving at first and then they were moving very slowly. We went to get a better view and they were gone! Where we live they would have been flying over the Lake Mead area . Possibly Red Lake. My husband and I are in our 40's. We own a taxidermy business. We are interested in astronomy so we are usually looking at the sky. We know a plane from something weird.

March 13 - 8:05pm MST - Phoenix, AZ - Very Large UFO - NUFORC

In the early evening time object the size of 2 or three jumbo jets could see lights invisible no sound moved incredibly slow like a zeppelin balloon. The object was large about 2.5 times the size of a large commercial airliner flying south at a very slow speed i could see fixed lights but the body was not visible it made no sound I was listening to a portable headset outside in Glendale AZ 3/13/97 no neighbors had witnessed saw news team coverage the day after thought I would file this report since no one has ever figured out what it was definitely real but if it could be a stealth or spy plane would be my guess it was 8:05 or so passing my line of sight looking east from my home at about 55th.

March 13 - 8:12pm MST - Prescott, AZ - Boomerang Lights - NUFORC

A “V” formation of white lights to start with at long range as it got closer looking through binoculars each light was actually 2, one red, one green, 4 on one side, 3 on the other, like a missing man formation, moving very slow and making no noise at all. At around 8:15 on 03/13/97 four of us observed a v shaped object coming at us with bright lights. As it got closer we got out some binoculars and looked at it, what looked like white lights were actually two lights forming one. One light being green the other one was red. During this time the oddest thing about this, was there was no noise at all. There was no moon to back light this so we could only see the lights. I thought perhaps because there was no noise that it might have been a pedal

plane that I saw on the discovery channel once. It appeared to be about 1000 feet in the air. One observer is a principal at a local grade school, another telephone man, one dental asst., and a 14 year old.

March 13 - 8:15pm MST - Phoenix, AZ - Airline Pilot views Lights

(NUFORC Note: Witness indicates in report that date of occurrence was 15MR97. Based on telephone conversations with the same witness, we suspect that he is referring to the major events reported over Phoenix on Thursday night, March 13, 1997. If our surmise is incorrect, we will change the date back to 15MR97 at a future date.)

I have recently discovered your site and have enjoyed perusing it's contents. I read with some interest your report on the "Phoenix Lights" as I was a witness to their passage on the night in question. I am a pilot with one of the major carriers here in the valley and I live in the South Mountain area. On that night I was on my way to work and traveling north along interstate 10 at approximately 8:15 PM. The lights first appeared to me to be over the airport in a wide formation and traveling in a southerly direction, roughly over the interstate. There is no question that they were anomalous, they got my attention immediately, and I was concerned enough about distractedly weaving into other traffic while observing them, that I pulled off the interstate to watch them go overhead. Where my account seems to differ from the accounts of other witnesses is that I perceived the lights to be individual objects, five in all, traveling in a roughly triangular formation. As they passed overhead, I took note of a particularly bright star and noted that the star was never obscured by any solid object as the lights passed it. When the lights were directly overhead, they appeared to be comprised of two lights per object, the bright light in the direction of motion and a much fainter light immediately behind it. There was no variation in the color of the lights and no blinking or twinkling. It was very difficult to judge the altitude of the objects, as they were never more than pinpoints of light moving very slowly; if I had to guess, I would say they were at very high altitude. I know this is at odds with some of the more dramatic reports of a gigantic dark object, but I am certain that I am not mistaken. Being a pilot, I am a trained observer of lighted airborne objects and, while these lights were indeed strange, there is no doubt in my mind that they were individual objects and not the running lights on some single large object.

March 13 - 8:15pm MST - Phoenix (Ahwatukee), AZ - Triangle UFO - NUFORC

Sighted red to white horizontal line on the north west horizon. As the object got closer it looked like a 5 light triangle. It passed over head and disappeared into the south east horizon in about 10 to 15 minutes. The object was first spotted by ((name deleted)) at approximately 2015 on 3/13/97. The object was seen on the northwestern horizon. It appeared as a horizontal line with a red glow. We arrived home and got some binoculars to see what it was. By this time it had changed color to a brilliant white and was in the shape of a triangle. The best description at this time was the leading edge of the B2 bomber. A light on the nose, one on either side and toward the back, then one more on either side spaced farther back than the first pair. There were five lights in all. The object moved from the northwest to the southeast, almost directly over head of our house. As it moved across the sky is believe I was able to seethe stars between the light formation. We tried to hear a sound from the objects, thinking it might be helicopters flying in formation, but there was no strobe or red and green marker lights. The formation of the five objects did not changes you would expect from aircraft. There was no change in spacing, no

noise and it was as bright overhead as it was coming or going. We could not tell how high the objects were, but while discussing what we saw the next day we realized that we might have see these objects while they were over Prescott because they started out red then changed to white while over Phoenix. We do not have any explanation for what we saw, but we both saw something we've never seen before.

March 13 - 8:15pm MST - Scottsdale, AZ - Triangle UFO

From: NUFORC: Myself, my 12 yr old son and his friend watched a large triangular shape craft with colored lights (red mostly) in chevron design glide over my house very slowly and completely silent. We watched it as it headed south for quite a long time. The ship was very large, flying very low and totally silent. I cannot understand why there is not more coverage and concern regarding this sighting. I always believed there could be other life out there - now I know.

March 13 - 8:15 pm MST - Prescott Valley, AZ - 3 Huge Boomerang UFO's

From Village Labs: A formation of three huge "vees" were seen hovering over a pine topped mountain and soon were joined by a diamond-shaped or triangular craft which appeared out of thin air (first as an "amber" light). As the four objects were hovering together, two jets were seen to come low from the south (from Luke AFB) at which point the UFOs went into a 'stack', collapsed upon each other while going 'into a ball', then totally disappeared. Finding nothing there, the two jets circled the Crown King area and returned in the direction of the airbase. Similar disappearing acts of formations of 'vees', one over Lake Mead earlier that afternoon and on March 27th over Elmont, New York were reported to us directly after seeing the USA Today and Discovery Channel depiction's of the 'vee' craft.

Observed first as a 'Vee' formation' of five white lights moving slowly and silently toward Prescott Valley from the northwest at about 8:15, the 'Chevron' was soon clearly seen as a single object. The huge craft made a pivot turn over the witnesses' home while the lights shifted into an arc formation while turning to red, and upon doing so, it suddenly shot off at blinding speed toward Phoenix. Meanwhile, the next set of witnesses in central Phoenix saw the object coming directly toward them (estimated at mach 2 to 3) while still in the 'fast mode' arc configuration and then, as if to slow back down again, was seen to change back into a Vee; whereupon it cruised silently and slowly right over their heads (only 100' to 200' up at 10 to 15 mph).

The craft was later seen to zigzag through the valley, even changing altitude at various points and hovering for five minutes at the edge of Sky harbor before proceeding south (right over the Village Labs building) to Interstate 10. After following I-10 several miles to Picacho Peak, the enormous craft (estimated at 900' or more on each leading edge and more than a mile in length to its 'taillights') hovered once again for ten to fifteen minutes there, after which we lose track of it. This is a possible 'docking' point for this craft and the giant triangle that followed it down I-10 some fifteen minutes later.

This same 'Chevron' or a similar craft was seen traveling east to west over north Phoenix at about 10:50 P.M. that night. This Vee formation, consisting of five groups of three lights, was confirmed to be a single, huge object by various Prescott-area witnesses, being equivalent to a formation of five 747s flying absolutely lock-step in formation toward Phoenix. The craft was seen

to make a southerly turn at about 8:25pm, once again, in the Prescott Valley area, after first approaching from the northwest. This VLO was later seen (although not clearly enough to identify) by an America West pilot who called Sky Harbor tower wondering what "those nine lights were", and an amateur astronomer in Phoenix who wrote it off as a formation of conventional airplanes. It is possible that this craft is the same as the giant triangle (wide angle) described next; we are still trying to reconcile its specific flight path to make that determination for certain.

March 13 - 8:15pm MST - Prescott, AZ – 5 Lights in V Formation - NUFORC

While doing astrophotography I observed five yellow-white lights in a "V" formation moving slowly from the northwest, across the sky to the northeast, then turn almost due south and continue until out of sight. The point of the "V" was in the direction of movement. The first three lights were in a fairly tight "V" while two of the lights were further back along the lines of the V's legs. During the NW-NE transit one of the trailing lights moved up and joined the three and then dropped back to the trailing position. I estimated the three right "V" to cover about 0.5 degrees of sky and the whole group of five lights to cover about 1 degree of sky.

March 13 - 8:15 pm MST - Gila Bend, Davis Monthan Air Base – Chevron UFO

NUFORC - Occurred: 3/13/1997 20:30 Reported: 4/6/1999 05:15 Posted: 4/26/1999
Location: Gila Bend Auxiliary Field, Gila Bend, AZ - Shape: Boomerang

As a security officer for the GBAF at the time, I was on patrol duty and located at the salvage yard at the Southern end of the Base. At approximately 2015 hrs (8:15pm) I saw approximately 15 or 16 flares dropped in close succession to each other, forming a near perfect V-shape pointing towards the West. They were within about 3 miles from my location and were close enough that I could see the white smoke coming off them as they burned, but not their parachutes. They burned for about 15 minutes before going out.

This was unusual because the area where the flares were dropped seemed to be over 'D' area or Dart Drop as it is called, but ‘D’ area is NOT used for night target exercises because of the close proximity to the Base. The closest target area is to the south in Range 3 - EastTac which is another 5-8 miles away towards the Southeast.

I had only observed 2-5 flares used at a time and usually staggered. Another officer remarked on his radio that he thought a bunch of people were going to report a UFO after seeing that. Someone else said he did hear on the news over the radio that people were reporting a V-shaped UFO over the Phoenix area. Later, I listened to the Art Bell show for the first 10 minutes and heard the same stories.

There are at least 3 mountain ranges between here (Gila Auxiliary Base) and Phoenix, all of which are at a higher elevation than the height of the flares I observed. The closest town to our base is Ajo, which is another 40 miles or so south of Gila Bend, and I doubt that anyone there could have seen these flares. The mountain ranges which are 10 miles or so North of us on Highway 85 start blocking the South view anyway.

It seems obvious to me that the connection of my observation of an unusual flare drop to the "'Phoenix Lights" UFO sightings on March 13, 1997 were a pretext to the authentic UFO reports.

March 13 - 8:20pm MST – Tempe, AZ - Boomerang Formation Lights -NUFORC

We saw 5 red lights, in a V formation, from the north to the south, in a fifteen minute period. Sitting outside my place of employment, I noticed red lights in the horizon, directly north of us. After noticing, I jokingly said, "Hey guys, I think i see a UFO!" This was more of a gut feeling than a joke. My four friends then saw what I was looking at. Since we were right by Sky harbor Airport, there were commercial planes flying East and West. The red lights seamed to be lower in altitude and oblivious to the fact that it was flying directly toward commercial aircraft traffic.

They were in a V formation, three red lights in front, two red lights behind and to each side. As they moved closer to us we moved into our parking lot. There seemed to be no "body" to this aircraft, only lights. When directly overhead, it was so large, it wouldn't fit it into direct vision, I had to shift my eyes to see the entire object. At this time, we realized that this was not one object, it was five, or more. The red light in back and to my right, was trailing slightly. In talking !with my co-workers, some say the lights were red, and some say they were orange. The lights slowly moved to the South, and then they were gone. Then the following day, we saw the six o'clock news (at work) and all doubts were gone, it was a UFO!

March 13 - 8:25pm MST - Buckeye, AZ - Multiple Orb UFO's - NUFORC

Observed a number (3 - 5) of white/yellow lights hovering (suspended) approximately 7 - 10 miles away. Observed streaking object leaving one orb and traveling at a high rate of speed in a horizontal manner and leaving a "tail" or "trail" behind (much like a meteor, but in a straight path). The lights extinguished quickly with no fading of "fizzling-out".

I have been observing these "lights" since approximately August/September, 1996. I live approximately 4 miles north of Buckeye and in an area that is in a diagonal line approximately 15 - 20 miles south/southwest from Luke Air Force Base. The first night we observed the lights back in the fall, they appeared due South of my home. There were three large orbs and were yellow/white in color. I called to my roommate to come and see and she observed them at that time.

We concluded they were flares of some sort. However, they disappeared very quickly, as if a switch had been turned off. A few moments later, they appeared, all at once, in a location several miles to the west of the original sighting. We were not at all convinced that these lights were unexplainable, and we were mildly curious.

The second sighting was perhaps a week later, with the same type of behavior. This time, however, I retrieved my binoculars and both my roommate and myself watched the lights for several minutes. It appeared that there was heat emanating from the orb...we thought it might be smoke, but it appeared more to be like radiant heat.

We assumed that if it was a flare of some time, it would gradually burn out, but once again it extinguished itself very rapidly and we did not observe it again that night. In visiting with my

new neighbors, I asked whether they had seen these lights and they had not. However, a week or so later, once again they appeared (in the same location), and I called them and had them come outside to observe with myself and my roommate.

They confirmed the sighting, and also thought that perhaps it was some type of flare. The also observed the heat radiating from the orbs. They disappeared as before. I am not a very good judge of distance or size, but if I were to estimate the size of these object in relation to the night sky, I would say they appeared to be the size of 1/2 dollar piece.

They have appeared in numbers of 3, 4 and in a configuration of 3 with 2 to west side. I remember two other occasions in which I observed these lights and began to feel that it was some sort of Air Force exercise or some other explainable phenomena. The night of March 13, 1997, I was driving from Phoenix, west on I-10. I had left town at approximately 7:45 p.m., and am guessing it was around 7:20 to 7:25 that I began to notice the lights. I remember thinking that the lights were in a different position that I had observed them before.

They were more closely situated near the Estrella Mtns (west side) and seemed to be moving. Before, I had only observed them being stationery. It did not really dawn on me that they were moving until I turned South off of the interstate and began traveling south. I realized that the lights had moved to the location I was used to seeing them...approximately 20 miles west of the Estrella Mts. By the time I was within one mile of my home, I began to sense that these lights were moving much more erratically than I had previously observed.

They had moved even further west (it was approximately 7:25 - 7:30 by this time) and suddenly I saw the streaking object seemingly coming from one of the larger orbs (there were 3 at this time) and move VERY rapidly horizontally across the sky (to the northwest I believe). It seemed there was a tail of sparks or matter coming from this smaller object and I can only compare it to a meteor, although I am certain it was NOT a meteor (it moved in a straight line and then went out very quickly some distance from the orb). I ran into the house and summoned my roommate, but by the time we went outside, all signs of the objects were gone.

I began asking people at work back in Aug/Sept if they had seen any of these lights. I suppose they thought I was a bit touched, but now that this major sighting has occurred, they are remembering the days I came in with details of what I had seen the night before. I wish I would have known how to contact someone back then. I am a Data Processing Assistant (15 years) with a large school district in Phoenix. If you would be interested in any other information or background information on myself or the other "witnesses" please contact me via email. Thank you for providing this service.

March 13 - 8:30pm MST - Chandler, AZ - Triangle UFO - NUFORC

Chandler, AZ is approximately 20 miles E/SE of Phoenix, AZ. My wife and I witnessed a craft passing in front of us that was close to a mile long. This boomerang/triangular craft became "translucent" when it passed through the light of the moon. It was 8:30 pm, 3/13/97, and I was going to bed. I went to close the window, when three huge, white, bright lights caught my eye.

A plane was crashing from Sky Harbor Airport in Phoenix, the angle and speed would not allow

a plane to survive ran to the living room, grabbed my glasses, and told my wife of 25 years, Get outside, NOW! Never said that before, in that tone. We were standing on our porch within 8-10seconds. This craft was 3000 ft. off the surface. at least 1 mile in length. There is no doubt in our minds that what we were seeing, was one object. It appeared to be triangular or wedge shaped. Three bright white beams of light up front, and 4-5 solid, non-blinking red lights on east side and rear. The moon at that time was at 45 degrees and directly facing us. I told my wife, "We'll be able to see detail as it passes in front of us, directly in front of the moon.

As the craft passed through the light of the moon, the color of the moon changed to dingy yellow, and we could see horizontal "waves" as it passed. These waves were similar to gasoline fumes if one to take the lid off of a gas can and look at the reflection of the fumes. The craft was viewed by us from a straight-line north to south. It never moved erratically, nor did it make a sound. It was totally quiet. Our viewing sight was approximately 2 miles from the craft.

We witnessed a plane in landing formation pass right over the object. It never adjusted its course. It didn't see it. I told my story to MUFON on 1-15-97. We were on, "Strange Universe" on 3/31/97 as witnesses to this great event.

The video on the news and this not what we saw at or near that same time. Our sighting was one solid object. We live in the far eastern part of Chandler, and had an excellent view point. This craft had no visible means of propulsion and was totally quiet. I never changed course and went straight south towards Tucson, AZ. The object was dark and was not big in height, but beyond huge in length. We were back inside by 8:45 in total disbelief of what we had seen. It wasn't until we saw the news the next day, did we realize that others had seen massive sightings. I am44 years old, married for 25 years, three grown boys, and twin granddaughters, I am a US Navy veteran, with 14 years education.

March 13 - 8:30 pm MST - Phoenix, AZ - Chevron UFO - NUFORC

On the evening of March 13, 1997, my son and I were driving on I-10 where it flows due East through Phoenix AZ. The time was approximately 8:30 P. M.. I noticed what I initially thought was a long line of commercial aircraft approaching Sky Harbor International Air Port from the North preparing for a Westerly landing. I remember thinking it odd that they all appeared to be at the same elevation and none were changing position. As we continued on, I-10 turns South heading toward Casa Grande and Tucson. At that time I lost sight and interest in the lights.

We left I-10 at the Riggs Road exit and headed East towards my son's home. I again noticed that the lights were still in the same type of pattern and at the same altitude. They also appeared to be much closer. We arrived at my son's home some 5 minutes later and I went outside to check on the lights while the rest of the family ate dinner. By this time, it was clear that the lights were not separate lights but actually fixed in position relative to each other.

They appeared to be part of a structure that was in the shape of a very large v and were moving South and appeared to be over, or very close to, I-10. The lights were on the leading edge of whatever this was. I remember that there were approximately 10 to 13 lights which would appear to extinguish and re-light in no particular sequence. (Could the lights be some form of propulsion?) To say that the object was large is an understatement. It was traveling South

approximately 30 degrees above the horizon, moving very slowly and with absolutely no sound.

If it was directly over I-10 1 mile to the West, it would be in the range of ½ mile wide. I followed the vehicle for nearly 15 to 20 minutes as it passed through my field of vision from what would be North by North West to South by South West. Using 15 minutes to traverse this roughly 210 degree arc, 1 mile away equates to a an approximate air speed of 15 to 20 mph. The vehicle was obviously solid in nature. As it passed by, the stars in the field of view were not visible behind the vehicle (or whatever it was). As it passed by, the number of lights still visible was reduced as the starboard leading edge was blocked from view. This only served to further substantiate my opinion that the phenomenon was solid. I was located in an area that had very little ambient light so the stars were clearly visible.

It passed from view as it traveled toward Casa Grande, 25 miles to the south. It is important to note that the lights I witnessed had nothing to do with the widely reported Phoenix Lights that descended behind South Mountain, West of my position. I did not observe those lights which have been reported, from at least one source, that they were a diversion to draw attention from the vehicle that I saw. Name to be withheld, please.

March 13 - 8:30pm MST - Phoenix, AZ -Triangle UFO - NUFORC

On March 13,1997, I decided to walk my small dog in the neighborhood, it was a nice evening, I walked NE, then back SW back toward my home. I was at the corner of Ramuda and the block behind my home when I somehow became aware of many lights coming toward me very slowly and deliberately. They were red in color and not too bright but low, very low to the ground coming right towards me.

At first I thought, oh it's helicopters from the air force base or something. The lights were in a v shape but a very wide or fat v. I saw 4 lights that seemed to be evenly apart and one lagged behind, uneven compared to the rest.

As they got closer still, I was acutely aware that this wasn't just helicopters because they were close, low and no sound could be heard from them at all. I just stood there in total awe. Even the dog seemed to be aware of this object or objects. The object changed altitude right in front of me, I tried to see stars through he middle of the lights but saw none. As the object moved away it turned toward the west from coming south and west.

As the object changed direction, I could only see 3 lights, still red in color. It also changed speed. I live in North Phoenix in a subdivision called Tatem Highlands closest crossroads being Tatem and Jomax. Many of my neighbors walk dogs late at night, however I seemed to have been out alone this particular night.

There were three folks I yelled at immediately after the object moved away from me, but they didn't seem to understand what I was saying. My husband is an astronomy teacher and "poohed, poohed" me when I told him what happened. Of course the next day when the story was in the news, he seemed more interested.

March 13 - 8:35pm MST - Luke AFB, AZ - Transcript from Luke AFB Caller

The following text is the edited transcript of a conversation that took place between Peter B. Davenport, Director of the National UFO Reporting Center in Seattle, and a person who telephoned the Center at 0320 hrs. (Pacific) on Friday morning, March 14, 1997.

The caller asserted that he had just been personal witness to an intercept of a very large craft by two U. S. Air Force McDonnell-Douglas F-15c fighters directly above downtown Phoenix, Arizona, at approximately 2035 hrs on Thursday, March 13, 1997.

BEGIN TRANSCRIPT

NUFORC: Let me start the tape, and I'll put a time mark on…For the record, it's, ah, 0320 hrs on Friday, the 14th of March, 1997. I'm talking with a gentleman who's just calling from Phoenix. O.K., sir, go ahead.

CALLER: That's correct. uh, the, Luke Air Force Base is actually in Litchfield. I'm, I'm, ah.. I got off shift about 30 minutes ago. At, uh, 8:15, ah, the F-…"Ready Alert" at Luke Air Force Base, which is the F-15…two F-15's that we keep on "Ready Alert"…They're part of the Air Force One and Air Force Two "Protection Group"… to protect 'em when they come west of the Rockies, whenever the President or any dignitary is on board.

They were launched because…all Hell broke loose, basically. Apparently, we got a call from, ah, Prescott Valley Airport, a small airport, um, north of us…I'm sorry, northwest. And reporting an object that had a near miss with a small Cessna…aircraft.

The call came up once ("wants" ??) "Ready Alert." Approximately 8:32, uh, from my understanding, that they encountered something over the sky, …over Phoenix, Arizona, over the area of 7th Avenue and Indian School Road. They don't know what it was. The description that the pilot…one of the pilots stated that they had a visual on it, they've got gun camera film of it, they have no radar tape of it. It scared the hell out of them. I've never seen…this ((rank/name deleted)) I'm talking about, he, uh, …the command pilot of this particular flight, he'll never talk to you. He's a real professional. I've never seen this man, oh…, I've never seen this man scared.

Are you familiar with the term, "white noise"…blanking out" radar? My understanding is, that's what they got, was strictly white noise. His statement was that they followed this aircraft…it went on a straight-line course, heading towards "vector"…((Sky)) Harbor Airport, which is one of our main airports here, and it entered the pattern…Sky Harbor Airport. Crossed the pattern of the outbound runways.

The outbound runways at that time…the wind was coming in from the west. They encountered going in, originally, uh, two 737's, and a DC-10 taking off from Sky Harbor. We have an America West hub here, so we've got a lot of civilian flights. They…this aircraft stayed at…it was, um,…his understanding was that it was at approximately 18,000 feet, descending to 10 thousand five.

When it got to "Angels 10,"…10-5, it completely went dark. He doesn't know if it was one

aircraft, or several aircraft. He saw five distinct lights in a triangular pattern. First three lights were in a tight triangular formation. Uh, one of the rear lights was with,…at starboard at about…he said that it was about 200 yards. And then the other light was at about 400 yards, also on the east side of the triangle, if you will. His belief is that this might have been more than one aircraft. He could not describe the aircraft.

All he could say is that there were lights…there were no strobe lights. It was ((a)) light, he said, as bright as a star. Not like the North Star… Right now, Mars and Jupiter are very bright in the sky. But this was not very bright. And, uh, they dimmed. And when they dimmed, he realized landing lights generally do not have that capability.

They then went…and they dimmed in unison. Upon…after dimming, they…they went completely dark. The aircraft then passed into the pattern. They came back on…followed the straight line of 7th Avenue, which, like, cuts right through Phoenix. And they kept on going. They turned…they came back on just as they passed a mountain called "South Mountain." He, he was scared to death. He's not sure what it was. After they landed, the base was…we had a complete "lock down." The facility was closed.

((END TRANSCRIPT))

This information has been provided by the National UFO Reporting Center. All inquiries and comments may be directed to NUFORC.

March 13 - 8:40pm MST - Mesa, AZ - Large Triangle with 5 Lights - NUFORC

LARGE TRIANGULAR OBJECT WITH 5 DIM AMBER LIGHTS (ONE IN EACH CORNER AND 2 MORE NEAR FRONT) MOVED SLOWLY NW TO S-SW WITH NO NOISE. I SAW THE OBJECT AT MESA COMMUNITY COLLEGE, WHERE I AM A STUDENT. THE TIME WAS APPROX. 8:30-8:50 PM (I DIDN'T CHECK THE TIME UNTIL LATER, SO THIS IS AN ESTIMATE) AND I WAS WALKING WEST. I WAS LOOKING AT THE CONSTELLATION ORION (SW) WHEN I NOTICED A CONSTELLATION LIKE TRIANGULAR CLUSTER OF 5 DIM AMBER LIGHTS (NW) OPPOSITE ORION.

I BEGAN TO OBSERVE THIS CLUSTER OF LIGHTS AND QUICKLY REALIZED THAT THEY WERE SLOWLY MOVING (NW TO S-SW) AND THAT THEY WERE PART OF A TRIANGULAR SHAPED OBJECT. THERE WAS A LIGHT IN EACH CORNER AND 2 MORE NEAR THE FRONT, WHICH FORMED A SMALLER TRIANGLE.. *. .* .* .* . .. .*I HEARD NO NOISE. I ASKED ANOTHER PERSON WHO WAS READING THE SCHOOL PAPER IF HE SAW IT, AND HE SAID HE DID AND NOTED THAT THEY WERE MOVING.

THE OBJECT APPEARED TO BE MUCH LARGER THAN ANY AIRCRAFT AND DID NOT APPEAR TO BE ONE. ALSO, I NOTED THAT THER WERE AT LEAST 3 AIRCRAFT IN THE SKY AT THE TIME (2 NORTH AND 1 SOUTH), ALTHOUGH NOT CLOSE TO THE OBJECT. I OBSERVED IT FOR AT LEAST 2-3 MINUTES UNTIL IT WAS NO LONGER VISIBLE IN THE S-SW (IT APPEARED THAT THE LIGHTS DIMMED BUT IT MAY HAVE BEEN OBSCURED BY CLOUDS?). IT MOVED IN A SLIGHTLY CURVED,

ALMOST STRAIGHT PATH.

March 13 - 8:45pm MST - Phoenix, AZ - Large Triangle with Lights – NUFORC

At approximately 8:45PM I went the front yard of my Phoenix home which is located in the southern part of the city, an area called Ahwatukee. I looked to the east and saw a very strange looking craft flying (?) very slowly in the sky. It was moving away I assume as it was getting smaller. It was very visible against the Superstition Mountains. It moved slowly from north to south and back again in what appeared to be a ric-rac pattern. It was quite large, I agree with the others who put their arm up and measured with a closed fist.

It appeared triangular in shape, I related it to a "squashed" pyramid. I saw three very bright white lights, one in each corner and one at the top of the "pyramid". In the center was a very, very bright pulsating red light, bigger in circumference than the three white lights. I would describe the white lights as three powerful strobe lights. We watched the object for several minutes and we amazed that something that large could move so gracefully and so silently. We could hear no sound at all. It gradually faded into the south east sky.

March 13 - 8:50 pm MST - Mesa, AZ - Family sees, “Enormous” UFO

From Village Labs - Observed clearly by a Mesa family among others in their area at about 8:45 to 8:55pm, this 'enormous' craft was seen to have definite structure to it complete with panels in a grid pattern along with lights at each of the three corners and a larger center light. Multiple witnesses confirm its northwest to southeast flight path through the eastern part of the valley, with some observers seeing one or more orbs leaving and then re-attaching with this VLO at various points. This particular craft was even seen to 'split in two' as it was seen heading toward the Tucson area around 9:00pm by the last witnesses to report seeing it.

By all accounts the largest of the VLOs in the March 13 'demonstration', this gigantic craft was first seen at close range over north Phoenix between 8:30 and 8:45pm where the key witnesses (real estate people who subdivided the area) estimated its size to be as much as two miles wide. Its flight path brought it low to the ground at this point (less than 2,000') where it was seen to not only have dozens of lights along its leading edges, but also a row of windows wherein the silhouettes of 'people' were observed.

At some point further south, other witnesses reported that they saw nothing but the row of windows with beings (also in silhouette) as all of the lights were off at that point. By the time this VLO was seen over I-10 south of Casa Grande, however three large lights were seen to be turned on, one at each corner, with smaller lights on along with the leading point light. The witnesses here reported that it took them one to two minutes to drive under this immense ship while they were driving at 80 mph. They estimated the width of this VLO to be at least two, possibly three miles wide and big enough for a C5-A Galaxy or 'Condor' troop transport (the largest conventional aircraft known) to land upon it.

The craft had definite structure to it and the family of witnesses described its color as a flat blue-black, 'like the color of a shotgun barrel'. This craft (or one like it) was seen later in north Phoenix at around 9:30pm that night during one of the military jet/UFO interception attempts, and again moving across the valley from west to east at about 10:45 PM

March 13 - 9:00pm MST - Phoenix, AZ - Multiple Lights - NUFORC

Summary : me, my uncle, my friend, and my dad were outside(in our backyard)when we saw 5 or 6 brightly lighted lights in the sky(about a mile long or so, in formation)at first we thought nothing of it, but then they started darting back and forth. later on we asked Luke A.F.B what the lights were, they told us that they were helicopters in formation, but I don't believe that. they were much to fast.((NUFORC Note: We presume the witness means 9:00 p.m., and we have changed the time here. PD))

March 13 - 9:00pm MST - Prescott, AZ - Lights in Triangle Formation - NUFORC

Here's what I saw. I was taking the dogs out before bed (I'm not exactly sure what the time was, around 2100 I think) and I looked to the north and saw 5 very bright white lights in a triangle (or V) formation moving really fast southeast. Then they broke formation. The light in the back and below (from my angle) slowed up.

Now I started to wonder what I was looking at because most planes would keep formation or at least break formation completely. Never saw a plane with lights as right as these also. The group seemed to rotate 90 degrees to the left and go a little south of Mingus mountain. I was surprised that I couldn't hear them so I listened harder.

I did hear the sound of a faint rustling in the sky, not like a jet, but of something moving extremely fast through the air. The sound was a ways behind them also and did seem to follow them. I then started looking around at two other planes flying. Cessna's by the sound and speed of them. Also by the red flashing lights. I saw the lights fade into the distance and I headed back inside.

My first notion was what has our government got up there? New stealth technology? Then why the lights? I also thought the lack of sound could have been some form of some top secret frequency cancellation system that the governments checking out.

But still, why the lights?

It didn't hit home that these could possibly be UFO's until I heard people talking about it on Friday. Then I knew I had seen something that was definitely unexplainable. At least by me. It was definitely not the comet, flair, balloon, or any other thing of that nature. Anyway, feel free to call if you want more information

March 13, 1997 – 9:19pm MST (11:19pm EST) - Troubleshooter 615 Lost

Published: Saturday, December 6, 1997

Through a moonless black sky, Troubleshooter 615 dropped toward the flight deck of the frigate Jesse L. Taylor that night last spring, as the warship cruised 80 miles off Cape Hatteras. Sailors on the deck would remember that the Navy HH60H helicopter came in a bit slower and higher than normal perhaps 40 to 50 feet higher and that it paused momentarily as a landing signalman motioned for the chopper to land.

Then, without explanation, 615 flew forward, over the 80 by 45foot flight deck, over the waiting sailors' heads. Its nose pointed downward, the chopper cleared the starboard side of the frigate's boxy hangar, flew alongside the ship's hull. And slammed into the water nose first, 50 yards off the Taylor's starboard bow. It, and its four crew members, vanished in an instant.

March 13, 1997 – 9:21pm MST (11:21pm EST) - Spy Satellite Catches Phoenix Lights?

According to the former executive director of Skywatch International, Bill Hamilton – NORAD had detected a "fast walker" on March 13, 1997 when one of their satellites detected and then tracked an unknown intruder into US air space coming from outer space.

Hamilton also reported that Jack Schulman who was then the President of the American Computer Corporation, talked about an Air Force satellite that had actually been “disabled,” on March 13, 1997.

One of the most outspoken witnesses of the V-shaped craft seen on March 13, 1997 near Phoenix, Mike Fortson followed this developing story closely. The Army wants to shoot down an Air Force satellite with its MIRACL laser installed at a sprawling base in the New Mexico desert.

The target is the Miniature Sensor Technology Integration satellite, MSTI-3. The Air Force craft is the third in a series of research satellites meant to improve the tracking of missiles from space. The satellite, about the size of a refrigerator and weighing 450 pounds, has telescopes and cameras for observing hot rockets as well as the cool Earth, its imaging systems working like those in spy satellites. The camera on the satellite can see objects on the ground as small as 30 feet across.

The satellite manufacturer Spectrum Astro was close to Phoenix in Gilbert, Arizona. So Mike Fortson asked the makers what they thought about the Army’s planned actions. Spectrum Astro opposed having the MIRACL laser fired at its $60 million space craft.

One of the engineers at Spectrum Astro confirmed that on March 13, 1997, the MSTI-3 satellite's batteries suddenly went “dead,” but became functional later and they don’t understand why the Army wants to destroy their satellite.

March 13, 1997 – 9:30pm MST (11:30pm EST) - Clinton Injures Knee

I awoke on Friday March 14th, 1997 tired and groggy and quite happy to not have had any paranormal experiences or dreams the previous night. I was watching the TV and News channels whenever possible hoping to see other people reporting seeing UFO’s, especially Boomerang shaped UFO’s but there was not a word.

I was limited only to the internet, which had few web pages with content that didn't seem so off the wall that it stretched credulity, but while still in its relative infancy the internet usually took longer to find information than it was worth at that time in 1997.

I was frustrated that I couldn't find any info on boomerangs either. The closest reports I could find were of cigar shaped UFO's and I started with those since in my own sighting at one point, had I not gotten a three dimensional perspective on the craft I saw, I would have described it as a cigar or cylinder had I only seen the craft from the back and moving away from me. In the only book I had on UFO's at the time, there was a great chapter on how multiple witnesses can see the same object from different perspectives and describe totally different shapes.

For instance, say you have a saucer shaped craft, likened to a coin, where if the coin/saucer was traveling horizontally and level with your eye, you would only see the craft edgewise and might describe a cigar or cylinder-shaped UFO.

However, if that same coin turns sideways to you, now it will appear to be round object. Turn the coin at a 45-degree angle now, halfway between flat and 90 up and you will see an oval shaped UFO. I took this possibility into consideration and widened my search from just boomerang shaped UFO's to triangular, chevron, and cylinder or cigar shape.

Then I really started getting some hits, but the information was usually very limited to old stories from years ago, and fuzzy pictures and little or no corroborating information. During the evening news I did catch a report that seemed odd and out of place and at the time I had the overwhelming feeling that it was important and so I recorded as much info about it as I could.

The news report was from Hobe Sound in Florida, which was adjacent to the super exclusive Jupiter Island, that a conspiracy writer said was the center of power for the Bushes and other power elite who controlled the country.

The reporter on TV announces a news exclusive:

President Bill Clinton's knee injury forced him to cancel a visit with students at Lighthouse Elementary School in Jupiter, Fla. this morning. The president phoned students from Air Force One on the way to Washington to apologize for not making their date. "I'm so disappointed," Clinton told the children. "I really wish I were there. I wanted so much to come and visit because I've heard so much about the school."

The children were forgiving, sending their president a chorus of "Hope you feel better!" School superintendent Joan Kowal told the president he was missing the lemon cake and Diet Coke they had brought for him. Saying he hoped to reschedule, Clinton answered, "Save 'em, I'll be there."

Clinton also sent birthday greetings to 11-year-old student body president Marcy Haylett, who had been selected to introduce the president. The school's assistant principal Frank Baiano told

The Associated Press that though the kids understood, “There were a lot of disappointed children coming off cars and buses this morning.”

I turned to my roommate who was home to eat dinner and I told him that something was fishy, I couldn’t put my finger on it, but this was just too much of a coincidence. When I searched the net for info I wasn’t surprised to find conspiracy buffs trying to make all kinds of connections.

One person said that Clinton had been rushed to Air Force One because they thought they were under attack from UFO’s, and the military temporarily went to DEFCON 2 – one step below all out nuclear war. But like all internet conspiracies, there was no other corroborating information to go along with this theory, no matter how much it made sense to me at the time.

The closest UFO connection I could find were stories and reports that the Hale-Bopp comet had a companion or series of companion objects that many were speculating were actually UFO’s that were traveling along with and behind the comet, trying to hide their presence from our telescopes. Yet all “credible” information from “respected” astronomers said that it was all just a hoax, trick of light, or other natural phenomena.

These initially credible reports were later chalked up and written off as “comet” and “millennial” hysteria. Yet as the brightness and observations of the Comet grew with intensity every day as it reached its closest approach to the sun and burned off its coma and its tail grew dramatically the stories just became elaborate and conspiracy theories abounded.

As happy as I was that something on a national scale seemed to be happening behind the scenes, I was still stumbling through the dark without a flashlight. I was also becoming somewhat paranoid and insecure, which can only be expected when confronted with so many life altering and changing events as a close encounter of the third and fourth kind, coupled with losing your job and your livelihood and being stuck 600 miles from home in Virginia, with nobody to call and no life line.

I was 26 and it wasn’t like I was 15 again and could go to my uncle’s house or cousins, or grandmothers and grandfathers. Other than my troubled relationship with Pam, I really had nothing and no one, except my loyal dog Romee and a few friends.

The feeling of anxiousness overcame me often as I felt so powerless to change anything, to break free of the position I was put in. I was 26 years old, dropped 20k on a college loans that I could never pay back and had absolutely nothing to show for it. Three years of busting my ass in college and I didn’t even have an associate degree.

Sure I had a good time, I enjoyed myself as much as any kid in their 20’s, but now I was totally unemployed, had no vehicle, no money and most of the people that knew me, now had to consider if I was crazy or not.

Then later that same evening I saw another news report related to President Clintons injury of his knee and the cosmic conspiracy theory reared its multi-pronged medusa head again. This time it was the 11pm news cast and it read something like this:

March 13 - 10:20 pm MST - Phoenix, AZ - Ex-Military Pilot sees “Mile Wide” UFO

From Village Labs –

Witnessed first by a retired airline pilot, his sons and a friend and seen coming down Scottsdale Road at about 10:20 PM, this huge circular craft, featuring amber lights around its perimeter (at an estimated one mile in diameter), was seen to make a purposeful turn toward Sky Harbor at about Camelback Road where it also intersected air traffic before disappearing from view over South Mountain.

The corroborating central Phoenix witness, also a former pilot (Vietnam) and retired U.S. Marshal, described how the craft both reflected the city lights on its underbelly and blocked out the stars with its upper half, attesting to its being a single craft of spectacular, "mile-wide" proportions. This witness also videotaped what he saw from the roof of his apartment building, but his tapes mysteriously disappeared in what may amount to a genuine 'men in black' episode (not government agents!).

This craft may also possibly have been attached to the 'chevron' vee craft and hidden in some type of 'stealth mode' in its earlier pass through Phoenix at about 8:20 to 8:30. The two craft reappeared (or two like them) last June (1997) and were photographed together at high altitude over Phoenix by the same witnesses with a 35 mm camera while also viewing them with binoculars.

March 13 - 11:33pm MST - Chino Valley, AZ – Lights in Triangle - NUFORC

Observed 5 white lights approaching from the north west at what appeared to be a low level but rising as they approached. 3 lights in front in a triangular pattern, followed by 2 lights to the rear forming large triangle. Lights went out as passed over. No sound.

The lights moved at a relatively slow pace in comparison to commercial jet traffic in the area and as the lights passed overhead, they went out as though they were all on the front edges of the object and were obscured by the object as it passed. All lights were uniform in size and all appeared white. Path of travel would seem to be from the area of Kingman, Arizona passing just west of Chino Valley and on toward Prescott Valley. Path would be slightly north and east of the Prescott airport "Love Field".

March 13 - 11:59pm MST - Fresno, CA - Boomerang Lights Formation

NUFORC: AS I SAT IN MY PARENT'S BACK YARD FACING DIRECTLY SOUTH, I NOTICED 6 LIGHTS SIDE BY SIDE MOVING AT A FARELY FAST PACE. THEY WERE SIDE TO SIDE (EAST/WEST FORMATION). THEY WERE HEADING DIRECTLY NORTH. AS THEY APPROACHED, THEY EACH CHANGED FORMATION INTO A TRIANGULAR FORMATION. THERE WAS NO SOUND AT ALL. APPROXIMATELY 2 MINUTES LATERANOTHER FORMATION OF 5 CAME FROM THE SAME DIRECTION. THESE WERE SIDE BY SIDE, AND AS THEY PASSED OVER STARTED TO CHANGE INTO A "V" FORMATION.

AGAIN, NO SOUND. I TRIED CONTACTING THE AIR GUARD IN TOWN, AND THE

TOWER AT THE AIRPORT, BUT NO ONE WOULD TALK TO ME. I REALIZED SOMETHING WAS HAPPENING WHEN SIX MONTHS LATER I SAW THE ARIZONA SIGHTINGS OF THESE LIGHTS. THE NIGHT I SAW THESE LIGHTS WAS THE NIGHT THE LIGHTS LEFT ARIZONA. IF YOU WOULD LIKE FURTHER INFO, YOU CAN CALL ME AT (559) ((number deleted)). MY NAME IS ((name deleted)). THANK YOU.

February 22, 1978 – The Loss of Fighting Tiger 524

February 22, 1978 - Around 2:35. p.m. “Standby,” said Lt. Paul Smyth emphatically. Copilot Lt. Richard Leonard followed calmly: “Standby, we have a problem right now.” Without any clarification, the radar plot controllers aboard the USS carrier *Kennedy* waited. Expecting this clarification to come any second, they tracked the KA-6 Attack Bomber on their scopes.

Although it was supposed to be heading toward them, it had actually been vectored to a heading of 270º due west, directly opposite the carrier, in preparation to come around for landing. It was only about 30 miles away right now.

The Kennedy was about 100 miles off Norfolk, Virginia. The KA-6 Attack Bomber, "Fighting Tiger 524" had just taken off from NAS Oceana, Virginia about 20 minutes before, with orders to land on the carrier. Presently Fighting Tiger 524 was at 14,000 feet. The Plot was about to initiate contact when suddenly Fighting Tiger 524 vanished from the scope.

They identified it as an aircraft track. However, there was no explanation why Smyth or Leonard made no contact in those minutes it was being tracked, nor why there was no IFF signal anymore. An immediate search found no traces of the aircraft.

The sea had been choppy, but the weather had been fine, only 15,000 feet cloud tops and a haze layer at 17,000 feet. The mystery of the missing IFF return on the second radar target is unusual. When approaching the *Kennedy*, Leonard and Smyth had reported that they had no TACAN lock on it (homing device), thereby not being able to identify it with their navigational instruments. However, on the other hand, *Kennedy* was able to read their IFF signal easy enough.

There is no explanation for what happened to the KA-6 Attack Bomber, nor any clue to what it might have encountered when it vanished. What could have caused it to lose its IFF signal when it returned, or what kind of situation it was that made it impossible for either of the pilots to clarify it in the several minutes that they had before losing control?

There is the possibility that neither could, for both IFF and radio are electronic; perhaps they had tried and their radio now, like their IFF, was incapable of properly functioning. This is an often-reported effect that has been reported in numerous military encounters with UFO’s. The Iranian Air Force in the 1970’s intercepted a UFO and couldn’t get a lock on missiles.

The UFO’s appear to able to manipulate electromagnetic fields at will and this may be a result of the proximity to their propulsion systems as well. Like many other mysterious crashes and lost aircraft and seacraft, you can tell the odd ones from the mundane ones by the gaping hole where a plane or boat should be…

A further point in the electronic mystery is the failure of ejection signals. Ejection would trigger emergency beacons, one in each seat. Like the ELT or EPIRB this signal would lead rescuers to the accident point where ejection took place.

The records show the pilots had more then enough time to clarify the situation (providing they understood it) and more than enough time to eject, seeing all was lost. The failure of these electronic devices merely made the investigation conclude with the following:

Official Opinion Government Investigators - Surprise by Extraterrestrial Object.

In the past, senior military commanders have been surprised by the sudden appearance of extraterrestrial objects and have taken hostile actions towards them.

For example, in October of 1981, such an object appeared off the eastern seaboard, triggering pandemonium in the U.S. Atlantic Fleet (CINCLANTFLT) Command Center which is headquartered right in the middle of the massive Norfolk Naval base complex in Norfolk, Virginia – just a few thousand feet from where The Norfolk Incident took place on March 12, 1997.

The object which caused such distress was reportedly at least 300 feet in diameter and disc shaped. The craft appeared off the coast of Newfoundland and moved so fast that in one radar sweep, the craft was then seen to be off the coast of Norfolk, VA.

> In response to this craft, the U.S. Atlantic Fleet Command Center went into high alert and activated a Condition Zebra ("Stripes") alert and orders were given by NORAD Command to the CINC, Admiral Harry Train, to identify this object and even force it down if necessary.

After graduation in 1949, Train served as a junior officer in the destroyer *Harold J. Ellison* (DD-864) in the Atlantic and Mediterranean and in the destroyer *Harry E. Hubbard* (DD-748), which was reactivated for Korean War service. After submarine school in 1951, Train served in the submarine *Wahoo* (SS-565), whose skippers, Dennis Wilkinson and Bill Anderson, both later commanded the *Nautilus* (SSN-571).

After duty in 1957-58 on the Joint Staff, Train was executive officer of the submarine *Entemedor* (SS-340) and submarine placement officer in the Bureau of Naval Personnel. In 1962-64, after resisting Admiral Rickover's efforts to draft him into the nuclear program, he was commanding officer of the diesel submarine *Barbel* (SS-580).

After that he was administrative aide to Secretary of the Navy Paul Nitze and developed a close working relationship with Nitze's EA, Elmo Zumwalt. Subsequently, Train commanded the destroyer *Conyngham* (DDG-17) in the Med, served briefly on the Second Fleet staff, and then was executive assistant to Admiral Thomas Moorer, during Moorer's duty as CNO and Chairman of the Joint Chiefs of Staff. As a flag officer, Train commanded Cruiser-Destroyer Flotilla Eight, headed the systems analysis division of OpNav, and was involved in Incidents at Sea negotiations with the Soviet Union.

After service in 1974-76 as director of the Joint Staff, he spent two years as Commander Sixth Fleet, and then served from 1978 to 1982 as SACLant, CinCLant, and CinCLantFlt.

Fighters were scrambled from Oceana Naval Air Station, Langley Air Force base and Norfolk Naval Station as well as Little Creek Amphibious Base. All sea-based forces were also activated.

Although one U.S. Air Force F-16 fighter got close enough to clearly photograph the object, the disc shaped UFO moved in the span of one radar sweep from off the coast of Norfolk, Virginia to an area in the Atlantic Ocean near the Canary Islands, turned upward at a 60 degree angle, and left the earth's atmosphere.

This situation, which resulted in surprise to the CINC, chaos on the Command Center Floor, and orders to force down the object (which could have had catastrophic consequences) could have been avoided with concept and scenario briefings to top military leaders and the development of clear "Special Rules of Engagement" (ROEs) for these unique situations.

March 13, 1997 - 11:21pm EST - Spy Satellite Catches Phoenix Lights?

According to the former executive director of Skywatch International, Bill Hamilton – NORAD had detected a "fast walker" on March 13, 1997 when one of their satellites detected and then tracked an unknown intruder into US air space coming from outer space.

Hamilton also reported that Jack Schulman who was then the President of the American Computer Corporation, talked about an Air Force satellite that had actually been “disabled,” on March 13, 1997.

One of the most outspoken witnesses of the V-shaped craft seen on March 13, 1997 near Phoenix, Mike Fortson followed this developing story closely. The Army wants to shoot down an Air Force satellite with its MIRACL laser installed at a sprawling base in the New Mexico desert.

The target is the Miniature Sensor Technology Integration satellite, MSTI-3. The Air Force craft is the third in a series of research satellites meant to improve the tracking of missiles from space. The satellite, about the size of a refrigerator and weighing 450 pounds, has telescopes and cameras for observing hot rockets as well as the cool Earth, its imaging systems working like those in spy satellites. The camera on the satellite can see objects on the ground as small as 30 feet across.

The satellite manufacturer Spectrum Astro was close to Phoenix in Gilbert, Arizona. So Mike Fortson asked the makers what they thought about the Army’s planned actions. Spectrum Astro opposed having the MIRACL laser fired at its $60 million space craft.

One of the engineers at Spectrum Astro confirmed that on March 13, 1997, the MSTI-3 satellite's batteries suddenly went “dead,” but became functional later and they don’t understand why the Army wants to destroy their satellite.

March 13, 1997 – Telescope takes Photo of UFO traveling with GRB 970228

On March 13, 1997 the New Technology Telescope in La Silla, Chile took a long, close look at those coordinates and discerned a diffuse, uneven glow.

That same day, Hubble Space Telescope later resolved it to be a bright point surrounded by a somewhat elongated background object. Many of us believe the latter to be a galaxy, but its true identity remains unknown as of this writing.

If indeed a galaxy--as current theories would have--it must be very far away, near the outer reaches of the observable universe. In that case, gamma-ray bursts must represent the most powerful explosions in the universe.

Rogue Priest E- Mail to Art Bell about Hale-Bopp "WormWood" Connections

From the Art Bell website:

"Attached is copy of an E-Mail message received by Art Bell Wednesday and discussed in detail by him on his Wednesday night/Thursday morning radio show. If you heard it as I did, you were no doubt felt the profound impact as I did. If not, I can assure you that the validity of this material was checked out at the highest sources and disturbingly confirmed by Vatican insiders.

Arts guest was Dr. Richard Boyland, an ex-priest and consulting psychologist who shed a great deal of light on the subject of the E-Mail message as well as anticipated contact with Extraterrestrials. It appears as the Vatican has now unofficially entered the Hale-Bopp controversy.

Plus, apparently there are some high level meetings now occurring with Clinton/Gore and the Vatican. Art Bell, received a warning from a past high level member of the Vatican, suggesting he should drop it, as he could easily be wiped out.

March 13, 1997 - 11:30pm EST - Clinton Allegedly Injures Knee

I awoke on Friday March 14th, 1997 tired and groggy and quite happy to not have had any paranormal experiences or dreams the previous night. I was watching the TV and News channels whenever possible hoping to see other people reporting seeing UFO's, especially Boomerang shaped UFO's but there was not a word.

I was limited only to the internet, which had few web pages with content that didn't seem so off the wall that it stretched credulity, but while still in its relative infancy the internet usually took longer to find information that it was worth.

I was frustrated that I couldn't find any info on boomerangs either. The closest reports I could find were of cigar shaped UFO's and I started with those since in my own sighting at one point, had I not gotten a three dimensional perspective on the craft I saw, I would have described it as a

cigar or cylinder had I only seen the craft from the back and moving away from me. In the only book I had on UFO's at the time, there was a great chapter on how multiple witnesses can see the same object from different perspectives and describe totally different shapes.

For instance, say you have a saucer shaped craft, likened to a coin, where if the coin/saucer was traveling horizontally and level with your eye, you would only see the craft edgewise and might describe a cigar or cylinder-shaped UFO.

However, if that same coin turns sideways to you, now it will appear to be round object. Turn the coin at a 45-degree angle now, halfway between flat and 90 up and you will see an oval shaped UFO. I took this possibility into consideration and widened my search from just boomerang shaped UFO's to triangular, chevron, and cylinder or cigar shape.

Then I really started getting some hits, but the information was usually very limited to old stories from years ago, and fuzzy pictures and little or no corroborating information. During the evening news I did catch a report that seemed odd and out of place and at the time I had the overwhelming feeling that it was important and so I recorded as much info about it as I could.

The news report was from Hobe Sound in Florida, which was adjacent to the super exclusive Jupiter Island, that a conspiracy writer said was the center of power for the Bushes and other power elite who controlled the country.

The reporter on TV announces a news exclusive:

President Bill Clinton's knee injury forced him to cancel a visit with students at Lighthouse Elementary School in Jupiter, Fla. this morning. The president phoned students from Air Force One on the way to Washington to apologize for not making their date. "I'm so disappointed," Clinton told the children. "I really wish I were there. I wanted so much to come and visit because I've heard so much about the school."

The children were forgiving, sending their president a chorus of "Hope you feel better!" School superintendent Joan Kowal told the president he was missing the lemon cake and Diet Coke they had brought for him. Saying he hoped to reschedule, Clinton answered, "Save 'em, I'll be there."

Clinton also sent birthday greetings to 11-year-old student body president Marcy Haylett, who had been selected to introduce the president. The school's assistant principal Frank Baiano told The Associated Press that though the kids understood, "There were a lot of disappointed children coming off cars and buses this morning."

I turned to my roommate who was home to eat dinner and I told him that something was fishy, I couldn't put my finger on it, but this was just too much of a coincidence. When I searched the net for info I wasn't surprised to find conspiracy buffs trying to make all kinds of connections. One person said that Clinton had been rushed to Air Force One because they thought they were

under attack from UFO's, and the military temporarily went to DEFCON 2 – one step below all out nuclear war. But like all internet conspiracies, there was no other corroborating information to go along with this theory, no matter how much it made sense to me at the time.

The closest UFO connection I could find were stories and reports that the Hale-Bopp comet had a companion or series of companion objects that many were speculating were actually UFO's that were traveling along with and behind the comet, trying to hide their presence from our telescopes. Yet all "credible" information from "respected" astronomers said that it was all just a hoax, trick of light, or other natural phenomena.

These initially credible reports were later chalked up and written off as "comet" and "millennial" hysteria. Yet as the brightness and observations of the Comet grew with intensity every day as it reached its closest approach to the sun and burned off its coma and its tail grew dramatically the stories just became elaborate and conspiracy theories abounded.

As happy as I was that something on a national scale seemed to be happening behind the scenes, I was still stumbling through the dark without a flashlight. I was also becoming somewhat paranoid and insecure, which can only be expected when confronted with so many life altering and changing events as a close encounter of the third and fourth kind, coupled with losing your job and your livelihood and being stuck 600 miles from home in Virginia, with nobody to call and no life line.

I was 26 and it wasn't like I was 15 again and could go to my uncle's house or cousins, or grandmothers and grandfathers. Other than my troubled relationship with Pam, I really had nothing and no one, except my loyal dog Romee and a few friends.

The feeling of anxiousness overcame me often as I felt so powerless to change anything, to break free of the position I was put in. I was 26 years old, dropped 20k on a college loans that I could never pay back and had absolutely nothing to show for it. Three years of busting my ass in college and I didn't even have an associate degree.

Sure I had a good time, I enjoyed myself as much as any kid in their 20's, but now I was totally unemployed, had no vehicle, no money and most of the people that knew me, now had to consider if I was crazy or not.

Then later that same evening I saw another news report related to President Clintons injury of his knee and the cosmic conspiracy theory reared its multi-pronged medusa head again. This time it was the 11pm news cast and it read something like this:

March 14, 1997 – The Day After…

I can't stand to lie in bed anymore. I was up until 5 am watching TV and searching the internet for anything on UFO sightings in my area or any area for that matter. I tossed and turned for a little while and realized I was starving and hadn't eaten for a while. Since I never really had any food at home, like most single 26 year old bachelors, I left for about 20 minutes in my Roto-Rooter van to go and get some food at Dunkin Donuts.

Before I left I called my dispatcher and told her that I wasn't feeling well and was going to take one of the three sick days I had accumulated. When I got home there was a message on the answering machine from my sister back in Massachusetts.

> "Ah - Hi – Bill…I hate to be calling you …Like this…But I thought you might want to know…Duke (A friend from Weymouth high school, MA) was killed in a car crash last night."
>
> "I just thought you might want to know, I know you and Lisa were close…If you want PJ's or anyone else's phone number just give me a call."

Whoa, I say to myself…shit!

Before I could process that -

Just then a knock comes on the door:

I see two Roto-Rooter trucks outside. One is my bosses and the other is his assistants.

> "Fuckin great…"
>
> "And he brought Levant?…"
>
> I say to myself…This can't be good.
>
> "Where you been Bill," My boss Dwayne asks?
>
> "I didn't feel well yesterday so I called in sick…I still have 1 sick day left."
>
> "Ah-huh," Dwayne replies as he pulls down his glasses and looks at me like some lost puppy.
>
> "Look guys, I don't know what you are here for, but my sister just called me and told me that a friend of mine from Boston just got killed in a car crash…and I need to take another day off to go up there…"
>
> "C'mon Bill…you know *why* we're here…don't make this any harder than it is…"
>
> "Make what harder," I ask?

"We came here to get the truck…"

"Are you fucking kidding me," I blurt out?

"Come on Bill…" Dwayne paused for a second and looked me straight in the eye and said…UFO's?"

In my heart of hearts, I was afraid that they might bring it up, but never that they would just fire me on the spot…Not for something like that.

"UFO's" I said back at him?

"You are going to fire me because I got on the radio and asked if anyone saw something weird in the sky…Oh - come on Dwayne…even you can think of something better than that…is that what you're going to put on my discharge papers…?"

"No Bill, you called in sick twice and…"

I had to cut him off, and replied, "I have 3 sick days accumulated – you can't fire me for taking 2 in a row?"

"We'll call the Sheriff if we have to."

"The Sheriff ? – Dwayne?" I shouted!

"You people are unbelievable – call the Sheriff…so stick that up your ass and when the sheriff gets here and tells me to give up the truck then so be it."

The sheriff arrived and I pleaded my case, but to no avail.

All the bullshit the management told me about being able to take over the loan on the truck was just that, bullshit. They wouldn't even let me take my tools out of the truck and drop off the truck, they made me rip my radio out and all my tools and put them on the lawn in front of my house.

My whole life seemed to be tumbling apart just as I am trying to cope with the most earth-shattering revelations that all those things that go bump in the middle of the night – might be something to worry about after all.

I also had to consider the situation with Nesa, and the more recent "dream," about being taken aboard a UFO. The conscious experience of seeing and feeling and experiencing the impossible was overwhelming, but the "unconscious," experiences of UFO's was really terrifying to me. I was forced to re-evaluate all the other really odd experiences in my life and see a pattern. I wasn't sure what the pattern was, or what it meant, or where it would lead or end. But there was a cadence to it, as if I had gone through it before. Was this déjà-vu?

March 14, 1997 – Your Fired! – The Real Close Encounters

I couldn't believe all this was happening. In less than 24 hours, I saw a huge boomerang UFO float over my head, lost my voice for a few seconds, stood motionless and in shock for about 12 minutes and then had to turn around and walk through that screen door and tell the person on the other side what I had just seen.

How the Fuck was I going to do that?

How does anyone even begin to describe these events to someone with no experience in such matters?

It was just like that movie Close Encounters of the Third Kind, when the guy has a close encounter and his whole life starts to unravel, except that was a fictional movie and this was the real thing, this was my life.

How on earth was I going to explain this to Pam?

Our relationship was rocky enough, how was I going to tell her that I just got fired because I saw a UFO?

Well, there wasn't much I could do about it. If I lied to her, and she found out later, then she would be even more pissed, so I called her and told her everything. She didn't take it well and thought I was lying to her to cover up why I got fired!

I just couldn't get a break.

I told my roommate, who actually was kind of receptive and I told my Sigma Nu fraternity brothers who were a little more receptive too, but they couldn't resist joking me about it every chance they got. Pretty soon everyone that knew me, had heard the story, and nearly every day I got a wise ass comment about, but then a lot of people would pull me aside and ask me seriously what I had seen.

The more intellectual of my friends thought they were Carl Sagan and would begin with their arguments by telling me that what I saw was impossible because it violated the laws of physics.

I told them quite emphatically that the laws need to be rewritten because what I saw was a craft that was as big as a anything in the sky I have ever seen and it floated effortlessly over the treetops and it wasn't a balloon and it wasn't using jet engines…whatever propulsion system it used, it defied gravity in a way that was awe inspiring.

I mean it would be one thing if you could create a propulsion system for a small classic saucer shape craft, but this thing was bigger than any other craft except perhaps a Zeppelin from the 1930's, it was just massive, at least from my perspective.

I estimated it was at least 300 to 400 feet from wingtip to wingtip which is far larger than any other flying machine in production today. For comparison a 747 and B-2 bomber have a wingspan of about 187 feet. The craft I saw had a wingspan at least double that it seemed.

If the craft was closer than I thought it was, then it would be smaller in the 200ft to 300ft width range. Still – that is massive in aircraft terms.

Furthermore, it had the ability to change its flight speed from hundreds of miles per hour to less than 50 miles an hour in the blink of an eye, without making a sound!

I was mad as hell about losing my job, but deep down inside I knew that my sighting couldn't be by chance. Not on the anniversary of my grandfather's death. Not after the outer body experience I had two weeks ago or whatever the fuck it was. Someone was trying to tell me something I thought, but what?

I had no idea where to start, so I began looking up star charts, trying to find some kind of planetary alignment that might explain why my sighting occurred when it did.

All I could think of was Richard Hoagland's UN Briefing tape where he explained the star tetrahedron theory of 19.5 degrees latitude and the energy upwelling's that occurred in certain geographical locations on every planet in the solar system. Intuitively it just sounded like this was the energy force that we were missing, the understanding of which was symbolized by the Star of David, which is veiled in many ways in many cultures, religions and secret societies.

I could see why some "secret," societies would want to keep these powerful technologies and knowledge protected. On the one hand, this knowledge could be used for unlimited good, but on the other hand it could be used for ultimate evil as well. Einstein's theory unleashed the genie from the bottle with his simple and elegant E=MC2.

Now more than 15 countries possess nuclear technology and not all of them are stable. What would have happened if the understanding of the 6th force.

(If the 6th force is not really a combination of the 5 forces) was given to just anyone?

Are these not the "gates," spoken about in ancient texts? To whom do we grant this key?

We should remember that in not so distant times, prior to the 20th century really, the vast majority of people were not educated and could not read or write. Through the ages, the use of symbols and pictograms have been used to communicate ideas that would otherwise remain a mystery to the illiterate.

The Star of David is just such a symbol, which is encoded in the star pattern above the Eagle on the reverse of the one dollar bill. I wonder if these is in part the reason why the Jews have been so persecuted over history?

Just because we have knowledge of something and can create things, does not mean we should

always do so. Science for the sake of sciences sake – with no guide towards what that technology will be used for is dangerous.

So I was sufficiently convinced that whatever technology I had seen demonstrated, I surmised that it must be interacting with the earth's own geomagnetic field in some way. If the "energy," upwelling points that were geographically placed around the planets at around 20 degrees latitude.

The astrology program I used was pretty cheap but as soon as I punched in the coordinates for Norfolk, VA and the time 9:08 pm EST I was amazed to find the planets were arranged in an almost perfect 6 pointed star tetrahedron geometry, missing by only one planetary conjunction! Holy shit, I thought, could it be that easy?

I deduced that whatever propulsion system the UFO used, it had to be using or taking advantage of the earth's magnetic field to operate in some way, it just seemed like too much of a coincidence.

Besides looking for a new job, I spent every waking hour doing research on the internet. I was exhausted and wanted to go to bed, but also had a certain fear and agitation in thinking about going upstairs and going to bed after the dream or outer body experience I had a few weeks ago.

I kept going over and over the dream in my head, trying to remember something, anything, that would shed light on what the hell was happening to me. When I closed my eyes, all I could hear was that alien/female human/grey elderly hybrid speaking to me telepathically and saying, "Beware of your Government," but what exactly did that mean?

Did she mean, "Be Aware," of my government or "Beware" of my government, I just wasn't sure. Even more unsettling was that I now began to ponder whether it really was just a dream, or could it have been a real experience?

If a huge UFO could float over the treetops and not one other person see it or report it just a mile away from my house, than it was certainly possible that one could have been hovering over my house and had abducted me and that freaked me out a little since my roommate was hardly ever home and it was just me and my dog Romee, most nights. Hell, even Romee was a little freaked out, as for the first few weeks he wouldn't even go upstairs to my bedroom.

Eventually he did sleep in the same room with me again, but only after I went upstairs first. I thought about the strange dead tree in my backyard and I wondered if it was possible that it was dead because of some radiation from the UFO's, but then realized how silly that was, since that tree was dead before I moved in just a few weeks prior to my experience.

I racked my brain and my memories to try and remember if anything like this had happened before, and suddenly I remembered that strange night I had with Nesa and then I remembered, and shouted out loud, "Holy shit," as I shot up out of bed. What if my most recent dream was a repressed memory of what happened at Nesa's house?

I did see my first true UFO that night, it was in Norfolk, just all my experiences had been…could this most recent dream have been a recollection of a previous event?

Furthermore, was there a connection between the two experiences, or was it just a random thing? I had no idea but it seemed that the two events were connected somehow. After all why did Nesa lead me on to her bedroom, then ask me, "is that what you're here for," as if she had some ulterior motive for bringing me there.

Then there was her reaction to the UFO light when she curled up on the deck floor in a fetal position and was crying and asking me, "is it gone yet?" What about that cattle skull she had on the wall, which reminded me of cattle mutilations the first time I saw it.

Then there was the strange sickness I got that made me ill for months after that night, and no doctor could diagnose. I had a new bump in neck after that too, which Pam said is just a cyst, but what if it was some kind of implant or something. Could I have had some sort of mild radiation poisoning if I was abducted that caused me to be so sick for so long?

The more I thought about it, the more I couldn't help but think that someone or something was manipulating my every move and actions, but to what end and for what purpose? I couldn't believe this was happening to me and I felt as though I was being watched or monitored as if I was part of some bizarre experiment.

All of these thoughts were troubling enough, losing my job was enough stress, but now I had to ponder why the hell I was being chosen and what my purpose was. I thought about the strange encounter with the old Indian and his prophecies and the stories about my grandfather. Could those be true too, it certainly seemed more possible that I ever thought before.

The more I pondered these mysteries the deeper my conviction grew that I could only be certain of one thing and that was this: That absolutely nothing was impossible, absolutely nothing!

With that revelation a strange peace came over me, perhaps, just perhaps that was the message if any that I was to take from all this, that nothing one could think of was impossible. I had written a rather lengthy philosophical discourse for a philosophy class at Quincy College when I lived in Massachusetts before I moved to Virginia and although I got the recognition and admiration of my philosophy professor who was duly impressed, it was nothing more than an intellectual exercise for me.

My thesis was that nothing was impossible, because if we can think of something in our head, no matter how impossible it seemed to become a reality or a real object, it must be a real thing, or else how I could think of it?

How could you think, or imagine something that was impossible?

If it is impossible how can you think of it?

Therefore, all of reality is nothing more than a mathematical construct of our consciousness and

anything we can imagine can become a reality with enough time and knowledge. My professor loved that and said I had an excellent mind and that she too after 80 years of life, had come to a similar conclusion.

Now thoughts like that were great in college intellectual circles and philosophical discussions, but my real world experiences growing up in Southie and all the shit I went through and the things I saw only reinforced my bullshit detectors and in retrospect my outlook on far out things like UFO's or Ghosts or other paranormal things was one of curiosity and interest, but I never felt any deep yearning for spending more than an hour or two at a time, watching a documentary or reading a UFO web page or conspiracy link.

I mean I certainly didn't spend every waking hour of my free time doing some type of research related to UFO's, before March 12, 1997!

In fact the only book I ever bought on the subject was a book written speculatively about the propulsion or mechanics of how a UFO could work if real. As a former Mechanical Engineering Student I was much more fascinated with the mechanics and physics of UFO's than in pondering their actual existence.

I never imagined having the type of experiences I now found myself deeply involved in. It was one thing to see a strange light in the sky with Nesa and to think you dreamt you were abducted by a UFO and talked to aliens, but quite another when a 600 foot completely dark boomerang craft drops out of the sky like a bullet and then does a parade float right in front of you as if it was putting on a display - just for you…as if to reinforce the previous experiences. Had I been 5 seconds faster that night I never would have seen the Boomerang.

Thirty seconds later I would have probably not noticed it. And to have it happen just as I was thinking of the promise I made with my grandfather on his deathbed…

It was so overwhelming.

It seemed to me that the conscious wide awake close encounter was done on purpose just to show me that it was all real. Something did happen that night with Nesa and I didn't just dream about being aboard a huge UFO and talking to aliens!

I didn't get fired from Roto-Rooter for doing side jobs and calling in sick one day, I got fired because I saw something that can't be explained and even in this day and age of supposedly new age thinking and beliefs, saying you see something that the government and scientific experts say can't exist – can still get you in big trouble.

And I have a problem with that – and so should you.

Because today it's Bill W. – But tomorrow it may be you, or your husband, or your son. What was the meaning of the female ET's warning, to, "beware of my government?"

No one can deny what happened to my father and me as a result of all the dirty secrets that could

choke a dog. I couldn't ignore my own assassination attempt back in Roslindale after my dad told me about his involvement in the failed mission to save the hostages now called by conspiracy buffs, the "October Surprise" which took place on April 23, 1980.

I couldn't ignore the later assassination attempt on my father on the thirteen-year anniversary of the failed mission when he was shot 5 times with a 9mm and stabbed numerous times and left for dead. But again it was one thing to have a political or criminal conspiracy; I understood all too well the law of the streets from my experiences in Southie.

But this UFO shit was on another level all together, a literal cosmic conspiracy beyond all imagination. The whole situation is a cosmic mind fuck of unparalleled proportions. Just when you think you have all the puzzles figured out, something pops up on radar and you just know you are in for a ride.

So many thoughts rushed through my head it was all I could do to try to sleep. And I made a habit of sleeping on the couch and only going upstairs when it was close to dawn. Even Romee was apprehensive to be up there alone. How irrational is that – I thought?

My next door neighbor Brian was pretty much a throwback to the 70's hippies, complete with broken down ancient VW car and everything. He was really into philosophy and was a bright guy, but kind of confused about a lot of things.

He worked late night for a web company customer service and played Warcraft for hours on end. He reminded me of the geeky kids I knew in the Gifted and talented program who played the adventure games with the weird dice, the Dungeons and Dragons kids.

He witnessed the whole sheriff incident and thought it was bullshit too. When I told him the whole story about my UFO sighting he mentioned in passing that a lady down the street had seen UFO's, but I never got a chance to find out who exactly she was and where she lived. I was too busy dealing with my own freak out session. But it was a little piece of information that would pop up later on, in a most unusual way.

When I was a kid, *The Police* – a rock group from the 80's – put out an album called Synchronicity. When my cousin and I asked them what it meant, they gave us the standard definition as being, "same time," but alluded to it having a much more ephemeral meaning that they had trouble defining for us.

But in the end they just said that the only way to understand what Synchronicity meant was to experience it. It was an enigma of life, they called it. It was akin to the holy grail, a search for something, and the thing that is found and a key to finding all in one. Whatever was happening – it felt right and so I didn't really fight what was coming next and one by one, things began to fall into place. One by product of my temporary unemployment was a brief period of freedom from work to deal with what was going on. I had a job within a few days, but it was just a job and just a way to pay the bills until I could get home and do some research on UFO's on the internet.

March 14, 1997 - Clinton Says “Russian Summit Must Happen”

“President Bill Clinton is resting after undergoing a two-hour operation this afternoon to repair a tendon in his knee that he tore early this morning in Florida. Following his knee surgery this afternoon, President Bill Clinton insisted that next week's scheduled summit with Russian President Boris Yeltsin would go ahead as planned. Phoning in to a post-op press conference with White House Press Secretary Mike McCurry and his doctors, Clinton said the injury would not keep him from the summit.

I want you guys to quit giving my doctor a hard time about letting me go to Helsinki," Clinton chided reporters with a laugh. "We're all going to Helsinki. We have to go to Helsinki." Last month, the two nations agreed to a March 20-21 summit in Helsinki, Finland. Ironically, one reason a site was selected in Europe, rather than the U.S., was Yeltsin's frail health. The Russian president had heart bypass surgery last year.”

Now that’s peculiar I thought, I mean what was the urgency to suddenly have a summit with the Russians? The web conspiracy theories never mentioned this connection, but if it were true that Clintons injury was related to UFO events and the earth really was under some sort of “attack” by UFO’s, then it would make sense that the two of earth’s superpowers would want to be in contact and have a summit. It would also make sense that they would want to meet in a very isolated place – face to face, in order to keep a lid on any leaks that will always occur in anything other than a face to face, technology free exchange of information.

I remembered stories of how during the cold war that Russian and American leaders would often rendezvous under the icecaps of the North Pole to speak about top secret information free from any attempt at surveillance by electronic means – safe under huge ice packs and depths of the sea. Intrigued by this new slant on the UFO connection I hit the web again and downloaded all I could about this urgent Summit that Clinton said was so important to go on despite Boris Yeltsin apparently failing heart and Clintons own knee surgery.

I found that reports said that Clinton was allegedly in Florida to participate in fund-raising events and a golf tournament. While staying at golfer Greg Normans home the reports said that at about 1:20am EST Clinton was leaving Normans house and slipped on some steps tearing more than 50 percent of the quadriceps tendon in his right knee, which is from all accounts a very painful injury. According to reports, he injured the same ligament in that knee 17 years ago while skiing.

According to the doctors that performed the surgery, the procedure went a little longer than anticipated because Clinton had suffered an unusual tear. Dr Adkinson said, "It tore in a way where there actually still was some of the tendon attached to the bone, which is uncommon, where there was a fairly large amount still attached to the bone," he said.

I wasn’t an orthopedic surgeon or a forensic pathologist, but it seemed that such an extreme tear could have happened if as the web conspiracies said, “that Clinton had been rushed down stairs and dove upon by secret service agents that were convinced that a very close encounter or attack by a UFO was imminent. I could imagine that if Clinton and his secret service detail had been

“buzzed” by a huge Boomerang UFO at treetop level like I was that they might think they were under attack and barrel on top of the president to protect him and in the chaos cause Clinton to re-injure his knee.

A quadriceps tear might be exactly what one might expect if a person like Clinton suddenly had two or three secret service agents jumping on his back as he walked towards the protection of his limo or helicopter or other vehicle. Furthermore, his injury occurring so late at night begs the question of what he was actually doing so late at night. Was he meeting with other big wigs from Jupiter Island?

Many years later I befriended a very wealthy man, who was living on Jupiter Island at the time in a 3 million dollar condo and he told me that he could not confirm the UFO part of the story, but that Clinton was with Monica Lewinsky that night and that was why he was there so late at his friend Greg Normans house.

This man was someone with impeccable credentials and I am forced after the later fiasco that followed about Clintons relationship with her to think that he was telling the truth, even though there was absolutely nothing about this in the press, before or after, it would be just the kind of information that this man would be able to get and know for sure.

It also made sense if the UFO connection is true since Clinton probably told his secret service guards to not bother him and being the good guys they are, they waited until the last possible moment to go in and interrupt the president during his affair with the young intern. Pressed for time, the guards rushed him to the nearest safe area and then being surprised by a close encounter they panicked and jumped on Clinton.

It’s quite a theory and quite a story but unfortunately on March 14, 1997 I still hadn’t found a word about any further UFO sightings that might connect the two events. So I just kept it in the back of my head for future reference.

Other reports said that Clinton was to stay at golf champ Greg Norman's 80-acre Oceanside compound and play in Norman's two-day golf tournament.

Supposedly following a long discussion of current affairs, which apparently ended early Friday morning, (March 14, 1997 – 1:20pm EST) the two men headed outside toward the Jupiter Island estate's cottage where Clinton planned to spend the night.

The story is that the president caught his heel on an "irregular-shaped" step, causing his right knee to "pop" and buckle under. Norman, steps in as the hero and breaks his fall. When paramedics rushed to the scene, Norman and a Secret Service agent were supporting Clinton's head.

Another story from the paramedics says that as they were sitting in the parked ambulance, six or seven Secret Service Agents came running up. As soon as one called out, "The president fell," the paramedics were grabbing equipment and rushing to the stairs.

March 14, 1997 - 8:00pm - Orange Orb's over AZ, WV, Quebec and Vermont

In addition to Arizona and West Virginia, "orange sphere" UFOs were also seen over Quebec. Since Friday, March 14, the ufological group CEIPI has interviewed 24 eyewitnesses. Most of the sightings took place over Breckenridge, a small town on the north shore of the Ottawa River near Aylemer (population 25,724), just west of Canada's capital city, Ottawa.

On Friday, March 14, shortly before 8 p.m., a glowing orange light was seen over Breckenridge. Shortly after 8, a man in Gatineau, Quebec (population 73,479) eight miles (12 kilometers) north of Ottawa, saw "a definite orange light." At 8:45 p.m., another man "saw the same thing but a little more yellow" over the Parc de la Gatineau, along the Ottawa River.

I found that letter and rather than theorize any further I" just let your read it and make your own decision, or rather make a mental note of its content and suspend judgment until such a time as you think you have enough evidence to come to a reasonable conclusion about this whole affair:

March 15, 1997 - Did Hale Bopp Have UFO Companions?

Comet Hale-Bopp Data and Important Dates

Hale-Bopp Comet Properties	Data
Comet Discovery	July 23, 1995
Closest Approach to Earth	March 22, 1997 (1.315 AU)
Closest Approach to Sun	April 1, 1997 (0.914 AU)
Closest Approach to Earth's Orbital Plane (Earth Ecliptic)	May 4-5, 1997
Earth passes Closest to Hale Bopp's orbital Plane and debris field	January 5, 1998

Although I had absolutely no way to verify any of the data and stories that I had collected on the UFO Hale-Bopp companion theories, I decided that all I could do was to keep my eyes peeled for any further developments that might shed some light on the whole enigma.

All I knew for sure about the UFO I saw with my own eyes on March 12, 1997 was that it defied all known physics and explanation and I would be a fool if I failed to keep an open mind and ruled out any potential evidence that might shed light on what the hell was going on.

Even at this early stage of my personal investigation, still without any concrete evidence to corroborate my own personal UFO sightings and experiences, I felt very comfortable coming to a few basic conclusions based on the information I was able to gather so far:

1. Something incredible and unprecedented must have happened in the early morning hours of March 14, 1997 that scared the living shit out of the secret service enough to have rushed the president out of Greg Norman's house so fast that it caused a severe injury.

2. Despite all the hoaxes and other controversies surrounding the Hale-Bopp "companion" UFO theories, there is no doubt that there was some sort of fragmentation and division of the nucleus of this comet, along with pieces of the comet that seemed to disappear.

3. This comet was discovered and seen visually long before it should have been outgassing

Regardless of any evidence that might surface in favor or against any theories about a Hale-Bopp UFO companion, there is absolutely no doubt that the orbit of Hale-Bopp will bring it extremely close to the earth's orbit around May 5 of 1997.

Partially hidden behind the sun, a visiting ET spacecraft would only need to jump off the comet as it passed the closest point to earths orbit and simply wait for the earth come to them which

would occur sometime around January 5, 1998.

If a UFO was with the comet, then there must be some element or material, or other practical reasons for staying so close to the nucleus of the comet, otherwise it just doesn't make any sense. When plotting the orbit of Hale-Bopp through the solar system I noticed that it passed close enough to Jupiter to change its course and put it on a path that would bring it extremely close to earth's orbit. NASA uses the same technique called a "gravity assist," to accomplish similar rendezvous with other planets, is this what the comet did?

When I went back to my journal I realized I had made an observation about my UFO abduction dream that occurred on the evening of February 28, 1997 just 2 weeks before my UFO encounter in Norfolk. According to astronomer Charles Morris, on the morning of February 28, 1997 Comet Hale-Bopp had brightness of magnitude 0.5 with a gas tail stretching some 20 degrees and a dust tail half that long.

Morris says the comet was then significantly brighter than it had been just two days before with a prominent fountain of multiple large objects coming apart from the nucleus.

On March 7, 1997 just five days prior to my own UFO encounter in Norfolk, other reports showed that Hale-Bopp's light curve was rising faster than ever, according to astronomer Mark Kidger:

> "As visual observers will be aware, Comet Hale-Bopp has just passed magnitude 0 and seems to be increasing in brightness faster than ever. The light curve which I have compiled now has over 800 observations, nearly half of them made during the last 4 weeks. This allows the recent trends to be defined very accurately and is a tribute to the excellent quality of the observations that so many people are making. Around about 10 days ago the light curve gave another small jump upwards and far from the rate of rise slowing as the comets geocentric and heliocentric distances stabilize, it appears to be brightening faster than ever.
>
> Because we are now so close to perihelion this probably will not mean too much in terms of the peak brightness, although I am now optimistic that the peak may be slightly brighter than magnitude -1. This is the first time I can remember that a long period comet has ever consistently run above the predictions in this way, so close to perihelion."

Could the mystery objects that are separating from the main nucleus have been UFO craft getting ready for a trip to earth? Astronomers were at impasse, with most saying that the comet was just breaking apart naturally, yet if this were the case, wouldn't the comet eventually dim a little as more and more of its nucleus ablated into space and separated from its core?

The Astronomers that said it was just a natural aberration were challenged by some "rogue" astronomers who published pictures of the nucleus showing unusual clusters and "waves" rippling out from the nucleus.

The last time Comet Hale-Bopp swung past Earth, Babylonian astronomers were charting the

course of the five then-known planets - Mercury, Venus, Mars, Jupiter and Saturn. The star watchers of 4,000 years ago may have gazed in awe at the brilliant speck with its glowing dust tail but if they did, they left no account. But there are a few who still wonder aloud if Hale-Bopp isn't really hiding an alien spacecraft heading to Earth and still others say it portends the end of the world as described in Revelations.

Some of the irrefutable facts about this comet caught my attention however when I read that although the comet would never come any closer than 122 million miles of the Earth on March 22, 1997, when just a few weeks later Hale-Bopp would also reach its closest approach to the Sun on April 1, 1997. If there was a UFO traveling with or behind the comet and the ultimate goal of the comets trajectory was to get it as close to earth as possible, then it would make sense that you wouldn't want the orbit of the comet to go any further closer to the sun than necessary.

So it makes sense that the comet would reach the closest approach to earth first, then the sun shortly thereafter before it begins to make its way back out into the deeper parts of the solar system. Intrigued by this anomaly I contacted a professor at ODU who ran the planetarium and asked him if he could plot the path of the comet in 3-D so I could see the actual relationship of the distance of the comet from earth and perhaps the earths plane of orbit – the imaginary line that would indicate the path through space that the earth would take as it revolves around the sun.

What I found was that although Hale-Bopp reached its closest approach to earth on March 22, 1997, the comet reached its closest approach to the earth's orbital ecliptic plane around May 5, 1997! Although the earth was about as far away as it could be in its orbital path when the comet was closest to the earth's orbital ecliptic plane, the comet was only about a tenth of the distance to the Mars orbital plane.

If there was a UFO hitching a ride behind, inside of or attached to the comet then May 4 or 5, 1997 would be the best time for an insertion into the orbital plane of the earth. Based on this rather important piece of data I added this date to the chart of important data I already had concerning Hale-Bopp and kept my eyes and ears open for any unusual UFO or other anomalous news stories that might be connected to the orbit of Hale-Bopp.

Further research into the known observations of Comet Hale-Bopp showed that only one space instrument in Earth orbit would be able to study the comet as it reached its closest approach to the earth.

My first thoughts were that the Hubble Space Telescope should be able to take the best pictures, but I was surprised to find that according to NASA the Hubble Telescope will not be able to view the comet safely because Hale-Bopp would appear to be so close to the Sun that if the Hubble Telescope tried to view the comet with its optical and electronic systems they would most likely be destroyed or severely damaged due to the glare of the sun.

According to NASA the best and only spacecraft capable of taking any photographs was NASA's *Polar* spacecraft which was launched on February 24, 1996 and circled the earth's north and south poles as part of the International Solar-Terrestrial Physics program.

The primary mission of this craft was to study the Earth's aurora, but beginning on March 27th, just days after the comet reached its closest approach to earth, NASA said that one of the instruments on *Polar* will take on extra duty by tracking Comet Hale-Bopp. The Goddard Space Flight Center in Greenbelt, Maryland scheduled an open house on *Polar's* Hale-Bopp results for Monday, April 7th, 1997.

The instrument that NASA was planning to use was a wide-field visible and ultraviolet wavelength camera operated by Dr. Louis A. Frank of the University of Iowa which was ideally suited for the task.

Scientists interested in the chemistry of the comet would have the most to learn from the molecules and atoms in the comet which were only detectable in the ultraviolet part of the EM spectrum. This part of the EM spectrum is largely blocked by Earth's atmosphere and ozone and other gases, rendering earth based telescopes completely blind to those observations.

The *Polar* spacecraft also runs the risk of burning out its cameras too, but the *Polar* cameras can take pictures of objects much closer to the sun because the super-polished mirrors of its telescope prevented large amounts of sunlight from being scattered into the extremely sensitive sensors of its cameras.

In March of 1996 Comet Hyakutake passed even closer to earth than Hale-Bopp to within 9 million miles of Earth, which is a near-miss in astronomical terms and stands as the closest brush with a comet that the earth has had in modern times since accurate measurements could be taken regarding their distance from earth.

Now a year after Hyakutake visits earth's orbit comes Hale-Bopp which is estimated at being about 25 miles wide at its nucleus, which is four times bigger than Hyakutake and far brighter even though Hale-Bopp is much farther from the Earth. Hale-Bopp is also estimated to be spewing about 30 times more dust and gas than Hyakutake and 100 times more than Halley's Comet.

The arrival of Comet Hale-Bopp in the spring of 1997 started dozens of Web sites reporting that the arrival of Hale-Bopp was everything from the beginning signs of the end of the world to a sign that an alien invasion was imminent.

Author and alleged alien abductee Whitley Strieber called Hale-Bopp, "a fabulous turn of history for us, the luck to be found in this vast dark universe, never to be alone anymore." Did he know something that ordinary people and the government were unable to ascertain?

All this comet hysteria started back in November of 1996 when amateur astronomer Chuck Shramek announced on the Internet and on Art Bell's radio program *Dreamland* that he was able to take telescopic photos of a second luminous object traveling alongside Comet Hale-Bopp's nucleus and that's when he published them on his website. At the time Shramek was also the host of a conspiracy-minded radio talk show in Houston called, *What the Hell Is Going On.*

Shramek's photo shows the comet as a diffuse ball of light near the center of the frame, and a

slightly smaller but brighter object tagging along above and to the right of the comet's nucleus. The "companion," object as it came to be known had a slight flare of light running through it, a feature that prompted Shramek to describe it as "Saturn-like."

After Shramek's appearance on Art Bell's radio show the "Companion," became an instant hit on the Internet, spawning hundreds of Usenet messages dozen's of new web sites and even some inspirational poetry and art. On his *Communion* home page, Whitley Strieber wondered aloud if the companion object might be an, "incoming starship full of aliens."

Soon after Shramek's discovery the Farsight Institute, which describes itself as a firm that specializes in "remote viewing," commissioned a group of experienced psychics and remote viewers to attempt to remote view the "companion" object near Hale-Bopp and report their findings to the Institute.

One Psychic reported that the "companion" was, "an artificial, metallic structure, not like anything on earth," adding incomprehensibly that, "The Galactic Council, or some higher order, was watching and very interested." Another Internet prophet with an astrological background theorized that the "companion" was the "12th planet," of Zechariah Sitchin fame.

Alan Hale who was one of the co-discoverers of the comet summarized the prevailing explanation for the "companion" among professional astronomers that the "mysterious object" in Shramek's photo, "is nothing more than a bright 9th-magnitude star." Hale adds that the so-called "Saturn-like rings," are merely a "diffraction effect" familiar to all real astronomers.

Unafraid of the conflict that erupted amongst the professionals, Shramek suggested that NASA, astronomers like Alan Hale and even the Vatican in Rome were working together to keep a lid on the truth about the massive companions in orbit around the nucleus of Hale-Bopp. Shramek said that, "Months before I took this picture, I knew there was a strong effort underway to keep good pictures of the comet away from the public."

In an attempt to elaborate on the subject of his photo, in an e-mail interview, Shramek said, "The pictures from all the big observatories ceased to show up on the Web in May of 96," which was day 1 of the alleged cover-up by NASA and the Vatican.

Following astronomer Alan Hale's and others claims that there was nothing at all to cover up, the internet was soon awash with a handful of puzzling photos depicting Hale-Bopp and the Hail-Mary object (as Art Bell's fans now dubbed the companion object.) Web sites which were pro anomaly, identified and posted numerous photos taken by both amateur astronomers and major astronomical observatories scattered all over the world.

The photos were taken at various times since the summer of 1995 when the comet was first discovered and many of the pictures contained the anomalous secondary object as well as other objects in roughly the same position as the mystery orb in Shramek's original photo.

These later photos and revelations proved that Hale's assertion that the object in Shramek's original photo could not have been a "9th-magnitude star," since the refuting photos were taken

over a 3 year period of time which would rule out any mistaken identities as the comet had moved so much during that period of time. Among the most impressive facts indicating that there were some truly anomalous objects were:

> A curious image taken by the Hubble space telescope showing an amorphous blob of light near the comet.
>
> A picture taken by the Japanese National Observatory showing what Japanese scientists called an, "anomalous funnel at the edge of an object next to the Hale-Bopp Comet."
>
> A very clear picture given to Art Bell and Whitley Strieber by Prudence Calabrese on behalf of a "mysterious astrophysicist," who, "preferred to remain anonymous." The picture which was eventually posted on Art Bell's and Whitley Strieber's Web sites depicted the "companion" object "nestled deep in the comet's corona."

Unfortunately for proponents of the "companion" theory, all three of these images had come into question by the middle of January 1997. Faring the worst of the lot was the Bell and Strieber picture, which University of Hawaii astronomer Olivier R. Hainaut rather convincingly showed to be a hoax.
"The mysterious companion object," in the disputed picture, "is not real," wrote Hainaut in a letter posted on Art Bell's Web site. It was, "added to the image most likely using digital image processing techniques."

Hainaut concluded this because he was the one who took the original, "companion" free picture on September 1, 1995. It was obvious that someone had doctored the image given to Bell and Strieber at a later date.

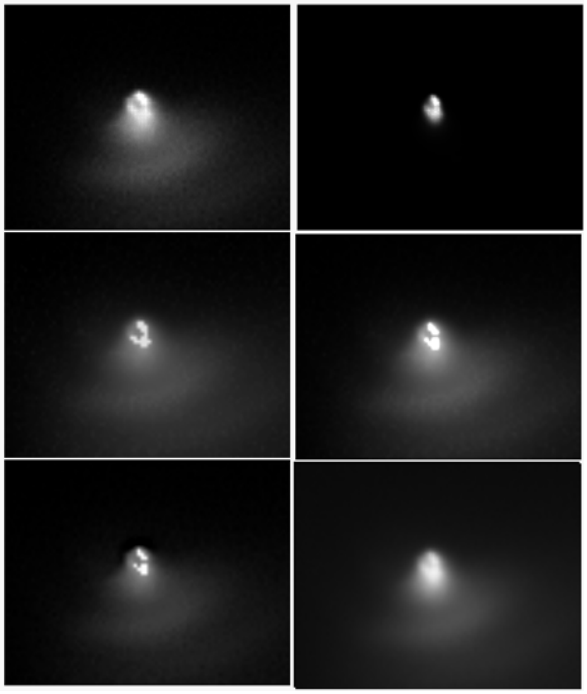
Since this image was clearly hoaxed and given anonymously, this begs the question of whether or not there was a concerted effort to put out clearly hoaxed and doctored photos in order to trick the public into believing that all further photos of any "companions," would be treated as another hoax and thus prevent or at least diffuse any blowback from any real irrefutable photos that may surface. This was a tried and true government disinformation and counterintelligence tactic at its best.

Then the Japanese picture of the "anomalous funnel," was dismissed by University of Hawaii astronomers as an "artifact" produced during the digital image processing and was nothing more than an optical illusion common to electronically photographed astronomical images. Following the comments by the Hawaiians, the Japanese retracted their previous statements and agreed with their colleagues, stating that it was an imaging artifact.

Given all the seemingly mistaken identities and apparently "hoaxed" photos, you would think that the "professional" astronomers at the Japanese Observatory had taken pictures before and would have enough experience to be able to figure out all these things before they published their findings.

Then even alien abductee Whitley Strieber became more cautious when he admitted that he now

thought that the Hubble photo depicted nothing more than a “huge outburst of dust,” which other astronomers had been saying for months. Apparently this “outburst,” was caused by nothing more than the evaporation of gasses as the comet approached the sun.



My own investigation revealed that behind all the hoopla there was evidence that the nucleus had either broken apart or really did have some “companions,” that seemed to appear and then disappear.

This series of six images of Comet Hale-Bopp were obtained by Michael Palermiti on March 8, 1997 at the Palermiti Observatory, showing a possible “fragmentation” of the nucleus. This series of images shows the nuclear region divided into what appears to be four, and possibly six, individual nuclei or one nuclei with dark objects attached to or passing in front of the nucleus. According to Palermiti, the third and fifth frames have been processed using an unsharp masking function to bring out the individual nuclei. Palermiti had first noted the nuclear region to be divided into nuclei on approximately February 4, 1997 then further subdivided into four nuclei on March 2, 1997. Later on Palermiti noted six individual nuclei on March 8, 1997 but only four nuclei on March 11, 1997. Also clearly visible in these photos is the much reported "ripple-wave" pattern emanating from the nuclear region of the comet. Although I was not able to find any other recent reports on the comet having any “fragmentation” of the nucleus, I was able to find many more images taken at the Palermiti Observatory in February and March of 1997 which clearly depict the phenomena described above.

So the question I have is if there were somehow some type of ET crafts traveling along with the comet hitching a free ride to a destination that would bring them extremely close to Earths orbit, then I would expect that to see pictures that would indicate that the nucleus would begin to “fragment” as it closer and closer to its injection point in our orbital plane.

Clearly this is demonstrated by the Palermiti observations when on February 4, 1997 the nucleus was observed to split into two, then four parts on March 2, and then six on March 8, 1997.

Now if were an ET exploration commander I would begin sending scout ships to the planet I was going to be rendezvousing with well ahead of my main fleet to ensure that there were no obstacles and take readings and measurements of its atmosphere and other data to be sure my records were up to date and assess any threats.

So it would make sense to me that on March 11, 1997 the six nuclei that were reported on March 8, 1997 suddenly became 4 again because that would mean two huge parts of the nuclei would be headed for earth, while the main force stayed in close orbit around the comet in preparation for their injection into the earth's orbital plane in a few months on or about May 5, 1997.

So if two massive objects disappeared from the nucleus between March 8 and March 11, this would fit perfectly with my UFO encounter on March 12, 1997 just a few days after an expeditionary force would have been sent to earth to perform reconnaissance missions.

This may the reason why the massive UFO had dropped so quickly in altitude to a treetop level as it passed over my head since the neighborhood I was in was completely surrounded by various military facilities including the entire Atlantic fleet command center and Norfolk Naval Air base.

If I were going to do recon an the United Stated Military capabilities the first target on the east coast would definitely be the Tidewater/Norfolk and Virginia Beach area, because we have more active duty and reserve personnel within 10 square miles of my UFO encounter than anywhere else in America and perhaps the planet, with over 250,000 active duty soldiers in various bases around Hampton Roads.

I can see exactly why, given this train of thought, why the two remaining superpowers on earth capable of defending the earth would be so anxious to have a super secret summit and schedule it for the same damn day that Hale-Bopp would reach its closest approach to the earth! Yes that's right folks, the Helsinki Summit is scheduled for March 21, 22 and Hale-Bopp reaches earth Perigee on March 22, 1997!

Another issue that got my BS detectors was the meeting between the Prime Minister and US intelligence in the Pentagon's "tank." If the topics of the upcoming summit were being discussed, they were hardly what one would consider a national security threat requiring the utmost secrecy since news agencies apparently had a complete breakdown of what the meeting was for and what was going to be discussed well before the officials met in the "tank" at the pentagon.

Furthermore, surely the Russian or American embassies should have been entirely acceptable places to have sensitive meetings about such seemingly innocuous subjects as NATO treaty amendments and the reduction of nuclear missiles, which have been an ongoing theme for summit meetings for nearly four decades now.

The only reason I can think of that the US would need to conduct their meeting with the Russian

Prime minister within the Pentagon's Holy of Holies, would be if the information discussed was of such a sensitive nature, that our government felt that it had to be done in there most secure facility.

Furthermore, the only reason I can think of for the Pentagon meeting would be that there must have been some information that our government had collected and resided in the Pentagon offices and computer systems only in order to keep OPSEC (operational security – for eyes only top secret material) and the information exchanged or shown to the Prime Minister was so important to keep secret, that it could not be allowed to leave the Pentagon and could only be shown or revealed within the security of the most secure room in the most secure building on the planet.

My investigation was progressing quite nicely I thought at the time, since I was finding exactly what I had hoped to find, tons of ancillary circumstantial evidence that could be used to back up my own knowledge of what was really going on. I didn't have a dead body yet, or the murder weapon, or the means, motive, or opportunity yet, but clearly the suspect list was growing and it felt good knowing that try as they might, those who would seek to deceive the world could not hide all their moves and all their mistakes, I could figure it out if I just didn't give up, I could figure out if what I saw was from earth or not and that made me feel good…

But just when I thought that I had figured out all the angles on the Hale-Bopp UFO connections the original photographer and whistleblower of the "companion," object, Chuck Shramek came back on the scene and churned up even more controversy when he said that the Vatican in Rome had been operating an observatory at the University of Arizona in Tucson, where Shramek asks, "Why would the Vatican use a vast amount of political clout and money to build a powerful telescope and observatory," and then answers his own question by saying, "Oh yes, they've had their telescope aimed for months now at the comet!"

All of a sudden a new angle developed which I hadn't really given much thought to before and it hit me that if the UFO Hale-Bopp reality were made public and proved to be true, as the evidence was clearly pointing to, then this would have an irreversible effect on every organized religion on the planet.

I was born and raised a Catholic, but as you know I left its dogma years ago and have never given that or any other religion much thought since. Intrigued by this new development, I dug as deep as I could and found out that a letter had been faxed anonymously to Art Bell and this whole aspect of the UFO Hale-Bopp connection took on another whole dimension it never had before.

Nicknamed the "Papalgate" conspiracy by Art Bell fans, an anonymous letter was sent via fax to Art Bell in December of 1996, signed simply by a "PRIEST," who was claiming to have stumbled upon a vast conspiracy run from Vatican City and using NASA's Hubble telescope to study Comet Hale-Bopp in great detail and then to suppress any anomalous pictures.

My immediate thought was the press release by NASA saying that Hubble would be unable to take pictures of the Comet when it was so close to the sun, although it did say that the telescope

could take the pictures didn't they!

They said it would be risky for Hubble to take the pictures and that was why they wanted to use the *Polar* satellite to take the Photos. So this begs the question, if this anonymous letter from a Vatican Insider is true, then the *Polar* story must be a cover story focus attention away from Hubble being used to take much clearer photos, while the *Polar* satellite takes photos in the non visible light spectrum…The plot thickens ehh?

In the faxed letter the "priest" claims to have had "a Top Level security clearance in the Vatican," and to have conducted "black-ops," on behalf of the Holy See…whatever that means. The "Priest" goes on to say that he recently stumbled upon a top-secret Vatican project dubbed "Wormwood," which included a "direct link-up to the Hubble space telescope."

Apparently, the Holy Father was "very aware of the existence of the 'companion,' and was VERY worried about it." After copying some encrypted messages from the Vatican's computer database, Vatican contract assassins target our hero and narrowly escapes being killed only to learn that his parents have been "killed in a car crash in France." Three days later, "my brother and sister were killed when their single engine plane went down on the East coast of the U.S."

When asked what he thought about the whole "priest" situation Shramek replied that it was possible that, "the Vatican would be privy to ancient prophecies and manuscripts revealing the true nature of 'reality' and 'human purpose' and they want to get their stories straight."

That made total sense to me since the Vatican library was world renowned for their collection of ancient manuscripts and documents, which were kept under lock and key and not privy to anyone else but Vatican insiders. So now we apparently had the specter of a religious conspiracy of biblical proportions to add to the conspiracy mix.

I found that letter and rather than theorize any further I'' just let your read it and make your own decision, or rather make a mental note of its content and suspend judgment until such a time as you think you have enough evidence to come to a reasonable conclusion about this whole affair:

Rogue Priest E- Mail to Art Bell about Hale-Bopp "WormWood" Connections

From the Art Bell website:

"Attached is copy of an E-Mail message received by Art Bell Wednesday and discussed in detail by him on his Wednesday night/Thursday morning radio show. If you heard it as I did, you were no doubt felt the profound impact as I did. If not, I can assure you that the validity of this material was checked out at the highest sources and disturbingly confirmed by Vatican insiders. Arts guest was Dr. Richard Boyland, an ex-priest and consulting psychologist who shed a great deal of light on the subject of the E-Mail message as well as anticipated contact with Extraterrestrials.

It appears as the Vatican has now unofficially entered the Hale-Bopp controversy. Plus, apparently there are some high level meetings now occurring with Clinton/Gore and the Vatican. Art Bell, received a warning from a past high level member of the Vatican, suggesting he should

drop it, as he could easily be wiped out."

Dear Mr. Bell,

> I have listened to your program off and on for around two years now, whenever I get "down-time". I have some disturbing information and I felt that your program would be the perfect vehicle with which to distribute what I have. I have been under the employ of the Vatican for over five years. I have done what could best be described as counter-intelligence work, for the church. I am a man of God and please believe me when I tell you that the information I have is genuine, and very serious.
>
> Without going into too much detail about my former employers, I will briefly tell you that I have had a Top Level security clearance in the Vatican for quite some time. Most of the work I have done regrettably falls into the realm of "black-ops", and I will not go into detail about that now.
>
> Around six months ago, I was working at a data terminal in a highly restricted area following a case that I had just completed, when I stumbled onto something that nearly made my heart stop. Please pay attention here; this is where it gets strange.
>
> I uncovered a heavily encrypted sub-system that was surprisingly well hidden. I found that it was only accessible through the terminal I was at, and one other terminal. (I must point out that the area I was in was not an area that I routinely used.) After two minutes of trying to get into the system, the whole lab shut itself down and I was booted off the terminal.
>
> Not wanting to raise any eyebrows, I decided to leave and come back later that night. The strange thing was, when I came back, there were ARMED guards standing sentry outside of the lab. I must say that it is not unusual to see guards roaming the Vatican, but it is very unusual for them to stand sentry at a lab, much less while armed.
>
> Over the next month, I managed to slip in unnoticed only once. And after I had found what I came for, I understood the security.
>
> It took me a good deal of time to break into the system, and when I did, I wished I hadn't. When I entered the system, I came across a file titled "WORMWOOD?". (Yes, with a question mark.) Thinking it to be a text file, I brought up the file with the intent of copying so I could read it later. What happened next was truly remarkable.
>
> The file sort of "deteriorated" into a series of command lines that lasted approximately two minutes. Once it was done running, there it was. I had found a direct link-up to the Hubble space telescope. Not only that, but it was pointed directly at the comet Hale-Bopp. The program was running some kind of analysis. Taking directional notes, projecting path of travel, etc.
>
> After realizing what I had discovered, I started searching and came across an e-mail data

trail that led directly to the office of the Pope himself. What was discussed, I cannot know.

Over the next two weeks, I began to uncover evidence that the Vatican is very aware of the existence of the companion, and is VERY worried about it. I began to copy files and pictures that were present at the terminal, when I found a report from the United Nations to the Vatican, as well as a report from NASA regarding their concerns.

It is very obvious to me that a great many people and entities know of the companion and are doing their best to keep quiet. VERY quiet. As the next part of my story illustrates.

I had found another file that I wanted to look at, but it was independently encrypted. At the time that I discovered it, I had already been online at the terminal for some time, so I decided to copy the file encrypted, and decode it at my leisure. As I was leaving the lab, I was approached by two of the Pope's top aides and was asked to meet them later in the evening. I didn't feel comfortable about the situation, so I agreed and told them that I needed to shower, and would join them later. I haven't been back to the Vatican since.

I found out about a week later through some old friends and contacts that a contract had bee placed on my life. Two days later my mother and father were killed in a car crash in France. Three days after that, my brother and sister were killed when their single engine plane went down on the East Coast of the U.S.

I've been on the run for a very long time now, and am still trying to decode the file that I have in my possession. Approximately ten copies have been distributed to friends in the field in the event that I should disappear. I do not fear for my life, as I am very adept at not being found, however I believe that the world needs to know of the information that I have.

I would be willing to share all that I have with you Mr. Bell. But you need to understand that your life could be in danger if you were to go public with what I give you. I apologize for being so vague, but I feel it necessary at this point in time.

If you would like the information, say so over the air when you get this letter. If I am not listening, someone will get the information to me, as there is no safe way for you to contact me at this point in time. I await your response.

PRIEST

Can I say Holy Shit!

Nearly every theory that I had just pondered regarding the unusually close pass by Hale-Bopp and its tracking and importance of the path the comet was taking, to bring it so close to our orbital plane was now being expounded by a secret high level Vatican Insider in an anonymous letter to a UFO talk show host?

I was blown away by this and found myself dumbfounded at what I was getting myself into here. Then again I thought, I didn't get myself into anything, it was "they" that chose to reveal themselves to me, not vice versa. The only question now was, how far was I going to take it?

How far do I dare dig into this most ancient of mysteries?

"Fuck it," I shouted out load, startling my dog and my roommate. "Everybody's gotta die at *some-time*, at least I'll be dying for *some-thing!"*

The more I thought about the spiritual implications of this scenario, the more I reflected upon the book I discovered on my birthday a few years ago - *The Way*, which described in great detail how Jesus and Mary and many other "prophets" and spiritual leaders from other religious backgrounds were in fact *sent* by and *taught* by *extra-terrestrial…*

Humans from other planetary systems.

It was a human from another world that genetically altered the protohumans they created by mixing their DNA with the Terrans, in order to create a slave species to do their hard work. This was the real Star Wars cloning and the civil war that developed from it. Their was a civil war amongst our gods and the earth was split into territories, and these all too human 'gods' battled over the fate of the earth and who would 'control' it.

These are the battles of Gabriel and Michael etc. the wars of the gods and their terrible weapons. Sound familiar? The good guys must have won, because we are still here. A plan was devised to try to *repair* the damage that was done, by what appears to be the female geniticists of this human ET race.

This got me thinking, could it be possible that the "Virgin Mary," apparitions and miracles could be interactions with this female human ET group?

As *The Way* informs us, the plan was to engage with certain humans and try to nudge and enlighten the Terrans. This first occurred in what today might be called China, Mongolia, Tibet etc. These peoples are called those who first received the *light*.

But the messages and information was too complex for other Terran groups to understand. So then they sent Isiah, Abraham, Jacob, Jesus, Mahomet…and then they realized that this was only creating more division amongst the Terrans, and decided that their interference in human affairs might be causing more harm than good. There was a limit to what Genetics could do.

Then I remembered that I stumbled across *The Way* on my Birthday – which was the same day that I had that 'moment' staring at the statue of the virgin mary *and that was also the night* - that I met Nesa and had my first adult encounter with a true UFO.

Nesa's bizarre behavior that night had always been something that bothered me. I had always felt like something very strange happened that night and I had to wonder if somehow I had been

chosen and was being prepared for something or if perhaps something did happen at Nesa's apartment and I am just missing it.

From the many years I spent trying to disprove, "The Way," information I had accumulated a few books on the religious aspects of the Ancient Astronauts theories and any other related information and I was intrigued by the mention of the word, "WormWood," by the priest with a ? question mark next to it, as if he was trying to say maybe, look into this a little bit more?

So I grabbed a Bible concordance and looked up the word, *WormWood* and found it in the Book of Revelations:

Chapter 13: The Book of Revelations - "WormWood ?"

> I - When he opened the seventh seal, there was silence in heaven for about half an hour.
>
> II - And I saw the seven angels who stand before God, and to them were given seven trumpets.
>
> III - Another angel, who had a golden censer, came and stood at the altar. He was given much incense to offer, with the prayers of all the saints, on the golden altar before the throne.
>
> IV - The smoke of the incense, together with the prayers of the saints, went up before God from the angel's hand.
>
> V - Then the angel took the censer, filled it with fire from the altar, and hurled it on the earth; and there came peals of thunder, rumblings, flashes of lightning and an earthquake.
>
> VI - Then the seven angels who had the seven trumpets prepared to sound them.
>
> VII - The first angel sounded his trumpet, and there came hail and fire mixed with blood, and it was hurled down upon the earth. A third of the earth was burned up, a third of the trees were burned up, and all the green grass was burned up.
>
> VIII - The second angel sounded his trumpet, and something like a huge mountain, all ablaze, was thrown into the sea. A third of the sea turned into blood,
>
> IX - A third of the living creatures in the sea di8ed, and a third of the ships were destroyed.
>
> X - The third angel sounded his trumpet, and a great star, blazing like a torch, fell from the sky on a third of the rivers and on the springs of water—
>
> XI - The name of the star is WormWood. A third of the waters turned bitter, and many people died from the waters that had become bitter.

XII - The fourth angel sounded his trumpet, and a third of the sun was struck, a third of the moon, and a third of the stars, so that a third of them turned dark. A third of the day was without light, and also a third of the night.

XIII - As I watched, I heard an eagle that was flying in midair call out in a loud voice: "Woe! Woe! Woe to the inhabitants of the earth, because of the trumpet blasts about to be sounded by the other three angels!"

Is Hale-Bopp The "WormWood" described in the Book of Revelations?

Did Ancient prophecies describe the coming of a comet that would herald a new age?

Was Hale-Bopp the "WormWood" described in the book of Revelations?

Interestingly enough when you research the word WormWood it means "Bitter Water" which is a reference to "MARY" which means the sea or ocean as opposed to a fresh body of water, which would be Lake or River. In Latin MARE means Sea or Ocean implying a salty body of water which could also be called "Bitter Water."

I was amazed at this connection already, because, "The Way," was quite adamant that a family of ET humans were known as the Mahdi, or more correctly the Daughters of MA and that this family within their collective human civilization was responsible for creating Earth Humans by mixing Chimpanzee DNA with theirs, thus creating us in their image, but of Terran ancestry and inheriting a Terran life span and other limitations.

What I thought was no more than a bizarre and fascinating work of fiction soon had me looking for evidence in ancient manuscripts huddled in old libraries for hours on end. After all, it wasn't like the author of the book said that a UFO would be traveling behind a Comet and would invade the earth, so no one can say that the author was writing about things after the fact.

The Way was published on the internet as far as I can ascertain no sooner than the fall of 1994, predating the discovery of Hale-Bopp by a good 6 months. In addition this Book was truly worthy of being a full 250 page stand alone book, and yet the author chooses to remain anonymous to this day.

Who writes a 250 page book and publishes it on the internet for free with no copyright restrictions?

At first I was convinced that the Book had to be a counterintelligence program or an elaborate and sophisticated hoax, but even now many years after reading it, I can find no fault, no logical errors, no false information whatsoever to disprove anything that the author writes about. There were many things that might not ever be proven empirically which the author writes about, but I could find no fault in any facts given which could be verified.

Another interesting connection to MARE is the word MARS which of course our closest planetary neighbor was called and it was referred to by the Romans as the god of War.

In the Book of, “The Way,” Mars was really Mary, “who sent a “comet” to earth during the war of the angels described in the Bible’s earliest days as the battle between the arch angels Gabriel and Michael etc and that apparently happened millennia ago, thus making the waters of the world Bitter due to the nuclear and other devastating environmental effects caused by weapons of mass destruction.

Could it be possible that a comet or other large asteroid hit the earth and made the waters “Bitter,” hence the association of Mars with the god of War and the association of WormWood with meaning “Bitter Water” from which we as humans forever called all salt water bodies after the name of the planet and family that was responsible for it…Mar-y?

It’s like an anagram for the initiated and those capable of having understanding as it says in the bible, “let him that hath understanding count the number of the man,” or something to that effect.

Could this explain the existence of Phobos and Deimos and their being named by the ancient peoples as “Fear” and “Terror” which always accompany Mar-s, the God of War?

Perhaps WormWood was not a comet, but a huge asteroid sent from Mars to destroy the earth. My previous research showed quite conclusively that despite the best renderings by science fiction artists, the best form for a large space craft or space colony would be in the relative safety of a hollowed out asteroid.

Phobos and Deimos shouldn’t be there, not in the perfect Roche Limit orbits they are in, if they were just randomly captured asteroids. Let’s not forget the last two probes sent to study Phobos were lost mysteriously and the last photograph showed a large cylindrical craft which appeared to be docking with Phobos, before Phobos II was lost.

Judging by the disproportionate number of probes and spacecraft sent to Mars in the past 30 years that have failed, been “lost” or been destroyed or just plain screwed up, it seems as if there is a an unforeseen factor or hand in all things related to Mars and her two mysterious “Moons.”

Whether it is a cover-up by NASA to keep a lid on the extraterrestrial Presence and reality or whether these probes really are being knocked out before they can provide any proof, remains to be seen, perhaps both are happening. One thing we can be sure of is that Mars and her moons are undoubtedly going to be the focal point of the future of the human race, and the sooner we figure what is really going on there, and up in space, the better off we’ll all be.

Mars the God of war with fear and terror accompanying her, paints a pretty picture. Perhaps there really was a battle in heaven as the bible and “The Way,” asserts except that heaven was just a metaphor for outer space or the sky.

Perhaps the asteroid belt was formerly the 5th planet from the sun, destroyed in some cataclysmic disaster and perhaps they migrated to Mars before it was destroyed. Then when Mars atmosphere was destroyed they migrated to the Earth. Sounds Crazy doesn’t it!

Yet that scenario would explain many, many things in mythology and religion and planetary anomalies like the very existence of the asteroid belt, right where a planet should have been! Perhaps that planet was populated by a different species – perhaps a dolphin or cetacean life form that was forced back onto land as the weaker gravity of Mars caused its once vast oceans to evaporate and filling the atmosphere with the deadly greenhouse gas CO2. Isn't that exactly how scientists today describe Mars…as a planet with a runaway Greenhouse effect?

Perhaps a human and Cetacean (Dolphin) species both developed on Mars when the oceans were abundant, or one was a castaway from the fifth planet and they came into conflict with the species that was already on Mars.

As the two races evolved and their atmospheres became more and more depleted, then they would slowly but surely be forced into conflict with each other over dwindling resources. Perhaps this was what caused the battle of the angels in heaven?

Perhaps there was a war between two separate species on Mars and the Fifth Planet and that conflict resulted in the destruction of the fifth planet, using some technology we can only dream of today.

In the ensuing explosion they blew away their own atmosphere on Mars and thus just as man contemplates its policy of nuclear mutually assured destruction, we are left to ponder if perhaps we or another race has done this before. Makes you think about things in a whole new way doesn't it! Perhaps the ensuing explosion blew away the Martian atmosphere, forcing the inhabitants of Mars to either go underground or leave the planet or both. Could this be the reason for the conspiracy reports of secret underground "grey" alien bases like in the Dulce Papers published on the internet?

My father was Delta Force, long rumored to be the "police" and security force for all things UFO related, perhaps someday the government will let him out of prison and I can ask him, although he would never tell me anything, not after the October Surprise anniversary assassination attempt on his life on the 13 year anniversary of the failed mission, April 23, 1980 and the attempt on his life on April 23, 1993.

Someone was sending him and everyone else a message, keep your mouth shut or you die. He's done a good job on that, since no further shocking info has come from him ever since, although he promised me that upon his death I would get his "papers" as he called them.

I figure this must be his life insurance policy if he ever gets out of prison and that's why he hasn't and won't tell my anything further of his involvement with the CIA or Black Ops or Delta, although I have no doubt anymore that he was a regular fucking Rambo. Now there was a man with secrets…but I suppose after they sent those crack heads to kill me that he realized that they knew he didn't give a shit if they killed him, but killing me was a different story.

From that moment on, it was like my dad was on his own personal secret mission and nothing else mattered to him, he was on the war path, and he never mentioned anything of the portent of the October surprise to me ever again.

Well, he warned me to never tell anyone what he told me that night or else they would kill him, and god knows I broke that promise the first day when I told my cousin Michael. It only took six days when all hell broke loose and when the Iran-Contra story broke, and my father disappeared for about 2 weeks, saying he was going out to visit my sister Bernadette in California and that I was supposed to keep it all a secret and not to tell anyone where he was going, not even uncle Pete.

Well within a week of the Boston Globe printing that story about the failed mission and my father's midnight revelation about the story and his involvement or rather, non-involvement, I was jumped by two crack heads while walking home from the local supermarket and they proceeded to play Russian roulette with me in an abandoned field next to my apartment building.

They pulled the trigger three times and the gun apparently jammed, and then they pistol whipped the shit out me in the back of the head knocking me unconscious for a few seconds.

Then they dragged me into the bushes and thick underbrush and kicked the living shit out of me some more, just in case I didn't get the message the first time…I thought for sure I was going to die and began praying inside my head for Jesus and Mary to save me. I played like I was dead and didn't dare move a muscle, hoping that they would think I was dead.

For all intents and purposes I thought I was dead too, because I passed out for some time, and had the most terrifying and life altering dreams and Near Death Experiences that you commonly read about in Reader's Digest stories or Ripley's Believe it or not.

My god I thought to myself, "they were going to kill me for four dollars in change and a bottle of Clearasil." That seemed a little extreme I thought at the time and it didn't take long for me to figure out that my attack and near death experience was a message meant for my father, because that was no random mugging.

The only thing that went wrong is that I am still alive, because judging by the gunman's reaction to the jammed pistol, and his comment, "do you think we're playing Fuckin games with you," before he jammed the point of the gun in the back of my head at the base of the spine and pulled the trigger the first time.

He grew even more frustrated that he wasn't doing his job, when the gun jammed two more times after that…so you see, most people write about conspiracies in Agatha Christie and Tom Clancy novels as works if fiction, but my family and I were living proof of such schemes so believing in a cosmic conspiracy like this is just another level of initiation into becoming "illuminated."

So perhaps the fifth planet also had beings on it that were also competing for resources. It's not very important whether it was one race or another, maybe there was just one race, since humans have an infinite capacity to be inhuman to their own kind as history has shown throughout the millennia.

At some point they would have advanced their own technology to the point that they could

destroy each other's planets, just as we have surpassed our own ability to destroy our own planet many decades ago and many times over. One can only imagine what kind of a world we would live in if a true "Death Star," machine were built, thus giving the whole supposedly fictional Star Wars saga a whole new spin…eh? Wink, Wink, Nod, Nod.

But then again, you wouldn't need some huge space station to create a planetary catastrophe capable of destroying a whole planet as bug as earth, all you would have to do is capture and asteroid, strap a rocket or other propulsion system to it and send it on a trajectory that intercepts the earth. Cheap, simple, and eerily enough, we humans have the technology already to do such a thing if we wanted, imagine what feats of destruction we will be capable of in a hundred or a thousand years!

Yes, if I was an ET hell bent on the destruction of the earth, I would capture an asteroid from the asteroid belt and hollow it out and made it into a space station with a huge concave reflecting dish for communication with my distant space faring cousins…hmm just like crater Stickney on Phobos and then if the humans caused me any trouble, I would play god with asteroid marbles and send my disposable space station hurtling towards the earth…certainly would make a great blackmail device for the cosmic mafia!

Taking this idea one step further, some conspiracy theorists assert that this fifth planet's symbol was the pentagram and is the basis of the legends of the "devil" being associated with the pentagram.

In this scheme then the third planet from the sun would be represented by the symbol of the triangle, Mars would be 4th from the sun and represented by the square, and of course the lost and destroyed fifth planet as the pentagram! Of course it only makes sense in this theory that the asteroid belt is currently located exactly where a large earth or mars like planetary body should or would be if it were still intact.

So if both the fourth and fifth planets environments were destroyed, that only leaves one planet left to live in – earth. The medical technicians would have to figure out all the angles, and would set out to gather and encapsulate all the flora and fauna of their home world in DNA sampling and egg and sperm and pollen collection teams.

Then they would keep the entire genetic record of their home world species sealed in cryogenic suspension until they could land on their new planet and revive their food sources and ecosystem on their new planet. We have the capability to do this now, with our own relatively new sciences of genetics and other techniques. Imagine what we will be able to do in 100 years from now?

Eventually the squares began to inhabit the earth and take human triangle woman as their wife's and intermingled and produced hybrid offspring, who were the first true Terran's. But the Terran's suffered from the genes they inherited from the squares and the triangles because within their DNA lay the never-ending ability for violence and destruction that they inherited from their father's.

Thinking along these hypothetically - consider the following irrefutable facts about the

similarities that exist between Mars and Earth. The length of one Martian day on Mars is 23.7 earth hours and an earth day is 24 hours a difference of less than 20 minutes. Also the tilt of the earth on its axis is about 23 degrees and Mars is only 2 degrees different at 25 degrees of tilt. The orbit of Mars around the sun takes 686 days, yet the day and the seasons would seem to a transplanted earthling nearly exactly the same.

The only difference is that each season would be longer, but there would still be four seasons in each Martian year lasting a total of 686 days! One could even argue that perhaps the moon was a captured body, put in place to correct the earths tilt and rotational speed to make it more similar to a Martian homeland.

Perhaps some of the Martians stayed on Mars but had to dig deep underground to protect themselves from the ultraviolet and other harmful cosmic rays that its magnetosphere and atmosphere once had protected them from. Still others, perhaps the scientists and spiritual leaders of both races warned each other of the pending calamities and the effects of the unthinkable weapons that the two advanced races unleashed on each other.

Those would be the E.T.s of Hollywood fame, the peaceful caretakers of our world and everything in it. Perhaps those ET's are the ones responsible for scrambling the nuclear missiles reported so many times over the years at US and other nuclear attack silos?

If these "companion" objects were indeed UFO's then they would have to be the biggest artificial things we have ever seen, since if the nucleus of the comet was around 25 miles wide, then the craft seen in the pictures separating from the nucleus would have to be miles wide also to have caused the dark lines in the Palermiti observations.

This begs the next question, which is where would these craft hide if they were going to travel to earth. Certainly space and ground based telescopes would eventually pick-up their presence in the crowded space around our planet and would want to launch an attack fearing an imminent invasion.

That means that they would find someplace on the earth that was big enough to hide their immense space ships and impenetrable by land or space based satellites so they could remain undetected. Fortunately enough for the ET's such a place exists on earth – the oceans. It is an undeniable fact that scientists have explored and know more about the surface of the moon than they do about the deepest parts of our oceans.

Fully 90% of the earth's depths remain unreachable by manned craft and still remains the most unexplored part of our planet. The vast ocean depths would provide ample protection from the prying eyes of satellites and electronic sensing equipment used to locate such craft.

Although we always think of our planet as being solid and land locked, we must remember that 2/3 of our planet is covered with oceans of fresh, salty and frozen water in various forms of solid, liquid and gas. If 5 billion people can occupy 1/3 of the surface of the earth, imagine how many people or an entire civilization could be sustained living under the protection and depths of the world's oceans?

Only those countries with nuclear submarine and other sophisticated Naval equipment could ever hope to discover these things. During my UFO research I came across dozens of UFO reports that involved massive craft entering or exiting oceans across the globe.

There was the Shag Harbor incident in 1967, the Puerto Rican UFO sightings, and dozens more all describing water borne UFO activity. Who knows what kind of intelligence could have survived for millennia hidden in the most inaccessible areas of our oceans? Bitter water and WormWood I said to myself…it all makes perfect sense!

Perhaps the stories of "Giants" in the bible on earth were real, the bible called them the Annunaki and Nephilium (fallen ones), the Watchers of Heaven, whatever you want to call them, perhaps they were truly giants compared to us simply because they had come from Mars or the fifth planet which had ¼ the gravity of earth, meaning mars.

It would make sense that a species of human that evolved or lived on planet with ¼ of the gravity of earth would grow taller. I can imagine a Martian born Human easily growing to 7 or 9 feet tall without the heavy atmosphere pushing down on them. There are humans alive today who are 7 feet or taller. Perhaps they are the genetic offspring of an anti-diluvium race of Martian cast away's?

It is interesting to note however that even in the biblical accounts of these giants, they were said to be very weak compared to earth born humans, which again would be exactly what we expect from a Martian cast away since they would be used to a gravity that was only ¼ of the earths.

Therefore although they would be much bigger than their Terran counterparts, everything they tried to lift would seem 4 times heavier due to our increased gravity. Therefore, just as the bible says, these Goliaths were taller and appeared stronger than our ancestors but were actually quite weaker. Could this be a key element to the biblical story of David and Goliath?

Perhaps in some future mars mission our children will find the irrefutable evidence to back up this story, but until then it will have to remain just that – a pleasant fiction. After writing this in the computer lab at ODU I picked up my bags and went home and was surprised to find that my dog Romee had been doing some book research on his own and may have provided me with a clue to the mysteries I was investigating – unwittingly of course…

When I got home from getting a coffee and some lunch, I found that my 120 lbs Rottweiler "Romee" got pissed off and decided to chew on something. Usually he would tear apart a shoe or a baseball, but today he somehow managed to pull one single book off my bookshelf, *Unlocking the Secrets of Ancient Egypt* by Murray Hope and chewed on its ends for a while until the cover came completely off.

Then he managed to break the binding in half and when I picked up the book, it was broken in such a way that the page would only fall on a picture of the star system of Sirius, commonly known as the "Dog Star."

I laughed at the synchronicity of this considering my big black dog caused this, but it also made me remember that Hale-Bopp was discovered on July 23, 1995, which according to the book that Romee just mangled to pieces, marked the helical rising of the star known as Sirius, Sothis or Canus Major.

At the time of its discovery by Alan Hale of New Mexico and Thomas Bopp of Arizona, the comet had become the farthest comet ever discovered by amateurs and appeared 1000 times brighter than Comet Halley did at the same distance. I wondered if they were supposed to find it that quickly.

One thing I can say for sure about Hale-Bopp, if I were an ET and I wanted to catch a free ride to earth remaining relatively undetected, Hale-Bopp would be my first choice. It has water and methane gas – two elements that would be nice to have on a long journey. Also even in an unchartered system you haven't been to in some time, you may find some debris where you didn't expect it and the comet could plow a path so to speak, with the interstellar craft following behind. Throughout time comets have been harbingers of calamity and great changes…

So without hesitation I began to investigate the history of this comet to see what other correlations I might be able to find that might shed some light on this amazing comet.

Hale-Bopp Visited Earth in Ancient Times

According to the most recent orbital calculations, astronomers have calculated that Comet Hale-Bopp passed through our solar system about 2214 B.C. Armed with this information scientists set out to discover if there might be any ancient records which might have recorded such an event. There may be a potential candidate:

The famous victory stele of Naram-Sin from Sippar, Iraq and later taken as war booty to Susa in Iran has been dated to the same period of time that Hale-Bopp was last seen on earth. The stele now resides in Paris' Louvre Museum and modern scholars date Narim-Sin's reign to sometime in the 2200's B.C.

The stele depicts a pair of “suns” high in the heavens above the rest of the scene, prompting archeoastronomers to ask what planetary or star like objects these symbols represented. Dr. Edwin Krupp of the Griffith Observatory believes that they probably do not represent the Sun and Moon because the two objects in the stele appeared to be identical and the Moon and other planetary objects each had their own symbols.

If the sculptor were intending to represent the Sun and Moon he would have chosen a different symbol for the second object. The same would go for the Sun and Venus. According to Dr. Krupp the twin suns of the Narim-Sin Stele are a bit of an enigma.

The appearance of twin suns is uncommon in ancient symbolism. According to the *Smithsonian Timelines of the Ancient World*, Naram-Sin was "the first Middle Eastern king to call himself divine in his own lifetime". It is certainly within the realm of possibility that Naram-Sin was setting himself up as a god by placing the sun (symbol for deity) above his own head, just as other stands above the sacred mountain.

However this is mere speculation on this writer's part. Could the twin suns represent the Sun and a closely attending bright object such as a minus-8 magnitude comet passing near the Earth on its way to perihelion? Comet Hale-Bopp has the physical credentials to have done that 2214 B.C. It

would just be a matter of timing.

Detail from stela showing twin sun symbols

If Comet Hale-Bopp were to pass close to Earth on its inbound track it would have been the most spectacular comet ever seen by man. It most likely would have been visible in daylight and its tail would have stretched across most, if not all of the night sky.

Both the timing of the prior passage (c. 2214 B.C.) and the fact that there has not yet been a consensus opinion as to the meaning of the twin suns of the Narim-Sin Stele makes this speculation interesting. But that is all it is at this point: speculation.

But if the stele was depicting a cometary visit why didn't the sculptor draw the sun as one symbol and the comet as every other culture depicted it, as a round object with a trailing tail of sparks?

Could it be that the Stele represents a comet and its similar "Companion," just behind it? This would make sense since one appears to come from the other and thus represented as two separate but similar objects.

It does not however explain why the comet wasn't represented with a tail, but perhaps that was just their symbol for a cometary body?

Whatever the meaning of the twin "suns" of the Naram-Sin Stele, one thing is certain: Comet Hale Bopp's previous visit to Earth came at a time when many civilizations had a major preoccupation with understanding and controlling the heavens. Perhaps some day our ancestors will speak to us from some long lost artifact and explain the meaning of this stele.

Hale Bopp Enigmas - E-Mails

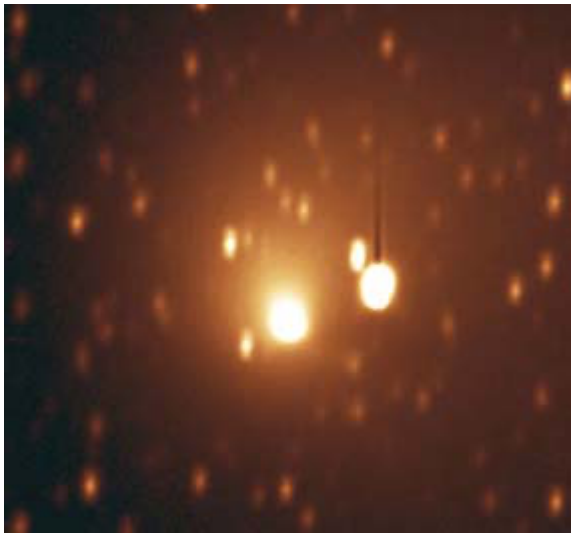
July 16, 1996 - Special filter reveals "seven jets" in its corona

The object is, rather, affecting the corona and gas flares/jets in the tail of the comet. It clearly has mass, but nothing we can comprehend at this time! It is as if the object is hollow or perhaps composed of a matter we do not yet understand. Its movements are entirely unpredictable, suggesting possible intelligent control. It has been photographed "behind" Hale-Bopp, increasing the comets corona, as well as to its side in various positions and distances.)

Notice in this recently released photo from a leading Japanese Observatory, the photograph is time-lapsed. This shows relative stars surrounding Hale-Bopp as slightly "streaked" or "elongated" showing their movement apart from the comets path. But notice the distinct, glowing companion of Hale-Bopp (right) is not elongated at all.

It is also not flaring with a corona. It is clearly not a "9th magnitude star" as as claimed by debunkers. If it were a star at all, it would, like all other stars in the image, appear to be elongated or streaked.

Also, notice the strange, dark "funnel" or "jet" coming from the object to the right of Hale-Bopp. No similar oddity appears in the photograph (the original is considerably larger; this is a cropping)



Why do the images look the way they do and how is the objects size determined?
The essence of this issue is not "alien invasion" conspiracy theories or "end of the world" millennial hysteria. The core of the Hale-Bopp Comet Enigma is the unwillingness of the scientific community to entertain any notion outside of a pathetically narrow scope, and one which is established on a foundation of egocentric self-interest. When science is no longer in the hands of true explorers, it's time to consider alternative sources of information.

Hale-Bopp, a large comet (estimated to be between 40 and 100 kilometers wide) was discovered on July 23, 1995. Found at over 21 months out (666 million miles from the sun) a distance record for comet discovery, Hale-Bopp with its 2,364 year elliptical orbital path will be closest to the earth in March of 1997.

Normally a comet cannot be detected until it is only a few months out, when a comet approaches the sun and its "corona" flares dramatically, thus making it more visible. What makes Hale-Bopp so unique is, despite its incredible distance from the sun, it has flared to gargantuan proportions, even displaying a remarkable seven jets of gas in its corona and tail.

Hale-Bopp has flared multiple times since its discovery, but the peculiarities with Hale-Bopp do not stop there... there's something very strange about this comet.

The question is, who will admit that Hale-Bopp is presenting itself in a manner unlike any comet to date and that it is being accompanied by another object, considerably larger and one which has properties which suggest a staggering range of possibilities...including alien intelligence?

Not Mr. Hale and his associates, that's for sure. But this campaign of disinformation and deliberate ignoring of facts in evidence, along with that of many others both in and out of the field of expertise tells us something is going on with Hale-Bopp they don't want the general public to know about.

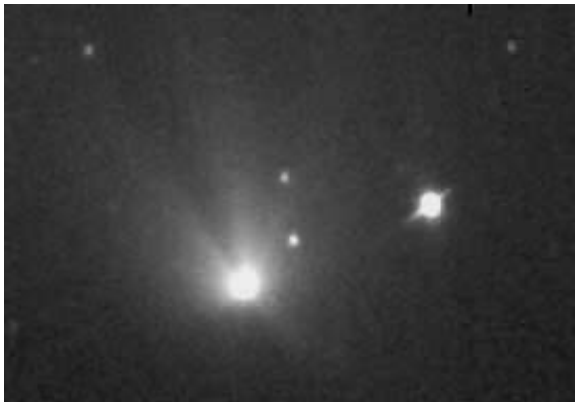
And only days ago, the convenient "stuck hatch door" of the Shuttle craft gave crew members an excuse not to go on a space-walk, and an extra day with a powerful photo-capable satellite in space to... well, who knows?

Lately a lot of things related to the space program and the heavenly bodies is not making a lot of sense. As for Hale-Bopp and the enigma of the "companion" which is accompanying it in its orbit around the sun, there is much information demonstrating a cover-up is well underway. Here is just some of that evidence...

There Are None So Blind....

"On July 23 starting at about 2:00AM Mountain Time members of the Albuquerque Astronomical Society took a series of images of Comet Hale-Bopp displaying an oddity."

The image at the top of this page, was originally posted to the web by Russell Sipe at www.halebop.com in an attempt to clumsily "correct" earlier disinformation released denying any "oddity" such as that photographed by Chuck Shramek, an amateur astronomer in Houston, Texas, who in October extensively photographed this anomaly surrounding the comet and did some measurements of its size, etc.



Mr. Hale spent a great deal of time telling the world Chuck Shramek was wrong not only in his assessment of the object, but originally that the object even existed! They first suggested that there never was such an anomaly, then shifted gears and posted images to the web complete with

explanations.

The web site spent a great deal of time criticizing Chuck Shramek in a most unprofessional manner, but the mere appearance of images of their own similar to Chuck's only demonstrated that they knew well ahead of time that there was indeed something "odd" about Hale-Bopp.

In the course of presenting poorly crafted disinformation and what amounts to a pathetic cover-up, they stated that what Chuck had photographed was a which his amateur star-mapping computer program did not recognize when set in a certain mode.

There was indeed a star thereabouts, but nothing of the magnitude of the object below, as seen in one frame of Chuck's photos of the comet Hale-Bopp (below).

Additionally, they claimed the "spires" of light which seem to extend from the object at a 45 degree angle were "diffractions" of light, and offered a few images of stars showing a similar effect (though the image provided had four spires of diffracted light, not two).

Nothing else in Chuck's photo displays this "diffraction" of light producing spires... not even the intense glow of Hale-Bopp itself, which shows its usual distorted, uneven flares and jets of gasses in the corona.

Diffracted light or not, that isn't the issue. The issue is honesty. The issue is telling the public the truth. But the evidence doesn't end with Chuck's photographs... or his telescope... or his computer software. Hale-Bopp can be seen on the left with its large corona. At right is the peculiar "object" that has been traveling with the comet.

Here is a posted pro and con on the issue of Chuck's imaging of the "star" by the people at the Hale-Bopp website. When reading it, remember two things.

A. They claim it is a star that was photographed

B. They claim Chuck's faulty software and telescope was responsible. Now that they have asserted this, and considering the evidence you will see here, this means that all other observatories presently offering the same unique photos must also have the same clunky software and same telescope!!

Later on, this page you will see why this claim is an absolute farce! You don't have to be someone who believes in bigfoot and little green men to see that it is quite common for the government, the military and the established order, which is governed by the almighty buck and protecting their positions of power, to lie, cheat, steal, murder and crush opposition to its smooth running program. Those who step out and upset their comfort are in for certain difficulty.

The plot thickened when they sought to discredit Chuck Shramek at the "official" Hale-Bopp web site. The pressure on Shramek mounted and Chuck was forced to leave the state for a time to get out from under the crushing attacks being launched by the "professionals"... professionals who had already openly lied and were making a hack attempt to cover their lies by putting up

their own images, though they claimed originally such did not exist.

The fact that their photos predate Chuck's by several months was obvious. The question began to take interest among amateur and professional astronomers alike, and with the assistance of a late-night radio personality, Art Bell, the story began to bloom.

But was this just a onetime anomaly or merely, as suggested by many debunkers, "a diffraction effect" in the lens of Chuck's telescope, thus making the magnitude of the "unseen star" grow to enormous proportions? The answer, is No. The fact is, what Chuck photographed was not a star.

In a matter of weeks more and more data began to pour in regarding the enormous anomaly, and it turns out that observatories around the world were tracking this same "companion" to the Hale-Bopp comet, and most of them in a far more professional manner than conducted by the Hale-Bopp research team.

Soon, the evidence from other observatories would show that not only did Chuck Shramek photograph an actual object roughly 4 times larger than the earth accompanying Hale-Bopp (the size of which is no more than 40 - 100 kilometers), but that the object was moving independant of Hale-Bopp, sometimes within the tail of the comet, and sometimes beside it.

It was not a star... it was not a freak event or camera problem... and it certainly was not a "diffraction" effect in the lens of his telescope creating its intense light and spires.

Another big question was, if this was really something this huge and this peculiar, why wasn't The Hubble Space Telescope snapping extraordinary images of it continually? Well, it may have been!

Secrecy with Nasa has become commonplace. Nasa's refusal to even consider taking detailed photos of the peculiar areas of Mars which have generated substantial controversy, as well as Nasa's involvment in the establishment of a ring of very powerful, classified spy satelites demonstrates that Nasa is involved in the web of disinformation regarding a dozen or more issues (and perhaps the most recent "diversion" tactic, the announcement that "ice" had been discovered on the moon.

Assertions by scientists over ten years ago of this possibility brought a hail of insult and the very notion was considered laughable by the establishment in Nasa, but now, in obvious cooperation with the Pentagon to divert eyes away from the Hale-Bopp controversy, ice on the moon is no big deal!). Images from nasa of Hale-Bopp taken by the HST were quickly removed from the web and little is now said about the Hubble Telescope and its involvement in this controversy.

The following is a letter I submitted to Ron Baakle of the Hubble program regarding this issue, and his reply:

> Mr. Baalke, My question is, considering the fact that several observatories, and amateur astronomers have concluded (and have photographic evidence) of a highly peculiar anomaly with the Hale-Bopp comet, one which by recent estimates is 4 times larger than the earth itself, shouldn't the Hubble be watching Hale-Bopp instead of watching the weather patterns on Neptune? Certain members of the astronomical/scientific community have totally dismissed the findings, then turned around and admitted that such a peculiar object does exist accompanying Hale-Bopp and they themselves have photographed it (including Mr. Hale himself). It seems a few people out there of some importance are avoiding the issue in a very unprofessional manner. I'm curious what nasa plans to do. How often is Hale-Bopp the subject of Hubble's picture taking? This is one of the most profound astronomical occurrances of human history, and it's all but being ignored by the United States' most prestigious and most capable agency. Any information you could give would be greatly appreciated.

November 30, 1996 - The reply from Ron Baalke

>My question is, considering the fact that several observatories, and >amateur astronomers have concluded (and have photographic evidence) of a >highly peculiar anomaly with the Hale-Bopp comet, one which by recent >estimates is 4 times larger than the earth itself, shouldn't the Hubble be >watching Hale-Bopp instead of watching the weather patterns on Neptune? Sorry to burst your bubble, but the so-called "peculiar anomaly" is not other than a diffraction effect in SAO 141894, a 9th magnitude star. For more information on this, see the following home page: http://www.halebopp.com/slo1a.htm

How predictable! I was merely referred to the very web page which originally attempted to make Mr. Shramek look like a crazy person! That was hardly a professional or realistic response to my questions. And notice no information about the Hubble's involvement in photographing Hale-Bopp at all.

And all the more suspicious considering that a horrendously vivid photograph of Hale-Bopp taken by the Hubble in October was mysteriously removed from the Jet Propulsion Laboratory's web site shortly after this controversy began. But here is that very photo:

Hubble Telescope image, Late October 1996

The Photographic Evidence

Below are several images from various sources, all from professional astronomical facilities from around the globe. What Mr. Hale and others wanted to conceal and claim was an anomaly of one man's telescope and computer program became something they themselves admitted existed and was photographed as well... and now, observatories across the globe are releasing their own remarkable evidence, condemning Mr. Hale and his associates all the more, and likewise, waking us up to a startling fact:

Hale-Bopp is not merely another comet, but is bringing with it a phenomenally large object which is defying many of the principle laws of physics (its size would normally have incredible mass, much in the way the earth captures the moon within its gravitational field and causes it to "orbit" the earth. Hale-Bopp should be orbiting this object which is roughly 4 times larger than earth... but it isn't!

December 2, 1996 - Confirmation Begins To Come In

On 12/2/96, a scientist familiar with official astronomical studies finally stepped forward to speak about this bizarre object.

Another Astronomer of some renown and associated with one of the largest and most prestigious astronomical observatories in America is expected to also step forward and speak about this,

despite the obvious consequences; in the meantime, however, Dr. Lee Shargel, a graduate of Northeastern University and who holds degrees in Industrial Engineering, Robotics and a Doctorate in Materials Science, has worked for NASA as an engineer/scientist with Top Secret clearance on the TDRS, Hubble Telescope, and SRBOC projects, has stepped forward to both announce that this in no anomaly of any telescope or misguided software, much less a ball of swamp gas, flock of geese or a trick on the eye.

In fact, Dr. Shargel possesses his own set of 17 photographs of this object accompanying Hale-Bopp, which will soon be revealed at the web page hosted by Art Bell.

You can hear Dr. Shargel's report on the Art Bell program Nov '96 archives dated Monday night/Tuesday morning 12/02/96.

Shargel has gone one step further than merely announcing the objects existence; he has asserted that this is no less than a space craft, a "probe."

His conjecture on what the Hale-Bopp companion might be is rather interesting considering the stunning "low" or "no mass" effect this huge object is producing, and also because he wrote about it at length in a novel, he produced in 1990!

Much like Arthur C. Clarke's many techno-prophecies which have come to pass, Dr. Shargel seems to have hit this one on the head. The other still unnamed Astronomer who is expected to come forward also has startling news regarding radio signals received from this object; radio signals that are not only intelligent, but one which Dr. Shargel says have been almost entirely decoded and contain both a "greeting" and a "warning."

A. Is it merely a coincidence that right now one of the largest UFO flaps is taking place on earth?

B. That the people involved in the infamous Roswell Incident are now stepping forward, one after another, to speak out and tell of harassment by government and military personnel in the late 40's;

C. To tell of alien beings, one of whom was still alive when the bodies from the wrecked ship was carted off by the U.S. Military?

D. It seems we are being prepared for "first contact."

What that means is something else entirely. Everyone will simply have to keep their ears perked, remember the lies and cover-ups already conducted by the government, the military and now leading university astronomical facilities and make up your own minds. But few can claim ignorance of these basic facts... something is happening.

Something that is so disturbing to government officials, NASA and leading astronomers that they will do anything to keep the facts from the public. This could very well be Roswell II before it's all over…

March 15, 1997 - 10:15pm - Ottawa, Canada - UFO white lights

On Saturday, March 15, at 10:15 p.m., a total of 10 eyewitnesses told CEIPI that they saw "an unknown object" hovering close to the ice on the Ottawa River. The UFO had six arrays of white light and appeared in the same place in the Parc de la Gatineau off Route 148 as the previous night.

March 16, 1997 - Pentagon Hosts Russian Prime Minister in "The Tank"

My hunch about the abnormal amount of secrecy that the Russians and our American counterparts were requiring for their upcoming summit was confirmed when I came across this news story:

"After 50 years of Cold War, America's former foe recently entered the Pentagon's inner sanctum. Russian Foreign Minister Yevgeny Primakov spent two hours on a Sunday morning inside the secure Joint Chiefs of Staff conference room known as "the tank." Primakov's visit on March 16, 1997 symbolized how far U.S.-Russian relations have progressed since the end of the Cold War," said Defense Secretary William Cohen.

The chamber where super secret negations and meetings took place was nicknamed the "tank" in 1942 when the joint chiefs of staff held their first formal meeting in a room in downtown Washington reached by descending a stairway and going through an archway, giving the impression of entering a tank. Even after the chiefs moved to the Pentagon, the nickname survived. Today the tank is in the pentagon and is a sound and electronic eavesdropping proof room where the highest and most secure meetings take place.

According to reports, U.S. department of Defense officials briefed the Russian Prime Minister on U.S. force reductions in Europe and on the new NATO pacts. They covered how NATO has been reconfigured, its new command structure and how U.S. officials foresee NATO's relationship with Russia unfolding, Secretary of Defense William Cohen said. Russian leaders say they fear NATO will deploy nuclear weapons closer to its borders if new members are admitted to the security alliance. Cohen said he assured Primakov there is no reason to do so.

"We have taken great pains to show how an enlargement of NATO will not be structured in a way that will pose an offensive threat to Russia," Cohen said. "We are proposing measures that will deal with their legitimate security questions as opposed to unreasonable fears or exaggerations that might be generated by those opposed to any concept of NATO enlargement."

Other reports said the briefing was a "give and take" opportunity for the Russian delegation, Cohen said. "Ordinarily, you could have run through the presentation in about a half hour, but we took the time to answer questions that he and his associates posed." Cohen said Primakov said he was impressed by the frank exchange. "It was the first time he had the opportunity to meet with our military leaders and pose questions to them. I think he will go back to President [Boris] Yeltsin with a report that is quite positive."

If there was a UFO invasion threat, this summit meeting would be a perfect cover for the US and the new Russian governments to hammer out an agreement for how they would handle their response to the UFO situation that was developing on a daily basis. One thing I was certain of – the government was hiding something, given the number of people, on deck, and monitoring the area around Norfolk naval Base, it was impossible to me that there could have been no other witnesses.

The government had to know what was going on. I could not have been the only person who witnessed that huge 600 ft wide Boomerang UFO float over the most important military base on the east coast of the United States, and one of the most heavily militarized zones in the world. It flew DIRECTLY over the Norfolk Naval base home of the US Atlantic Fleet Command Center and in particular its flight path went over NATO HQ for the Atlantic Command. What was shocking to me was how much of a clamp there was on any info getting out…Had it not been for the mass sightings in Phoenix – who could believe ANY one of the witnesses to these events?

I am still trying to come to grips with my encounters, and its meaning. Trying to convince myself that it was a random act, was like trying to cure a heroine addict of his addiction. Every thought, every emotion, every action was now considered in the light of "nothing was impossible."

No longer was I confined by questions like, "what if…?"

My questions were, "what now…?"

A seemingly impossible string of events had begun to unfold and like it or not I was front and center, but why?

Why me? What was I to contribute to these events? How was I to affect a change of heart and minds? I got fired from my last job, because I reported a UFO on my company radio, although finishing ODU and getting a bachelors, was only a few semesters away, now I had to drop out completely and matriculate from ODU to work full time and pay the bills. I was emotionally and physically totally drained out. Pam didn't take all this too well and informed me that, "I couldn't give her what she wanted…again."

I felt just like the guy from Close Encounters of the Third Kind, my life was turned upside down, but it really was nothing new, situation normal as they used to say in Southie – "all fucked up"…SNAFU. Only a FNG would think otherwise.

But even more than the social, economic and personal disturbances, I was so profoundly and deeply impacted by - first the "dream," on Fenruary 28, 1997 and then later the very real encounter with the real Boomerang UFO. The sense of wonder and awe I had over these events was so deep that it dominated my every thought. I really felt like in those few moments in time, the universe had stopped ticking away and revealed her innermost workings and I was dumbstruck. Whether or not it was an ET craft, or a secret government project, was not as important as the awesome realization, that gravity nullification was not just possible, but possible on a scale that few sci-fi movies have ever portrayed.

The craft I saw was not some delicate "prototype," it was smooth, seemless, nearly silent, and it was perfect in every way. The symmetry was flawless, and you can't make pieces of anything metal or other materials that big, and not have a seam, or a stress fracture - structural failure, we just don't have anything that can withstand those flex's, not even carbon fiber etc.

Regardless of what exact maneuver the craft made – whether spiraling or not – no known craft or materials can withstand that G force. The only way to prevent total failure of the structure is if the entire structure of the craft were devoid of mass, by way of gravity nullification. I assumed that the three small domes on the bottom of the craft were, part of the 'engines' since they seemed to be proportioned in such a way as to provide a three point axis of balance with the front nacelle providing pitch, and the left and right nacelles adjusted for yaw and roll.

At one point the craft did yaw to the right while rolling slightly to the right, and this was corrected and the flight path smoothed out perfectly – on an imaginary glide path.

The hull of the craft was perfectly seemless and I believe this can only be achieved with "conventional," known metals and ceramics in the weightlessness of space. This assumes that the gravity nullification of crystals and other compounds and minerals needed to manipulate the atomic structure of the hull materials was not done by the propulsion systems gravity nullification technology, which would be a prerequisite to large craft development anyway.

This was exactly what Phil Shneider said before he was strangled to death by his cathatar in January of 1996…just when it seems like all these issues started to heat up.

> (2) The space shuttle has been shuttling in special metals. A vacuum atmosphere is needed for the rending of these special alloys, thus the push for a large space station

So assuming that if the craft I saw was a (hopefully) U.S. AntiG craft, then this had to be the end product of many years of development, decades and decades of work…AND Trillions and Trillions of dollars. But what if there were Boomerang reports priot to the 1950's?

If an ET craft really did crash in 1947, or any other time or place remotely close to this decade or two, the humans would still need decades to build up the technologies to and industry to make such large craft. So I reasoned that if I could find any "boomerang," UFO sighting reports from before 1900 and these reports and information related to these events could be ascertained, then this might skew the balance towards the craft being of ET origin, since this particular type of craft would seem to preclude the development of human, terran technology capable of manufacturing such a device.

The only exception to this hypothesis, would be the *Alien Replication Vehicle*. Or ARV for short, whereby the Human Terran's have reverse engineered the crashed craft into their own version of the Alien craft, just like you can order a "luxury car kit," that imitates and looks like the "real thing," but is in fact a knock-off.

And so there are really only two basic and main questions, was the craft I witnessed Human or ET?

- Human
    - All Human Terran technology - Philadelphia Experiment/Project Rainbow, Project Magnet etc.
    - Part Human/Part Reverse Engineering from crashed craft.
    - The Technology was given to us.

- Alien/ET
    - What is their intent?
    - Where are they from?
    - Have they been here before?
    - Why did they come to earth?
    - How long have they known about us?

This begs the question, how would we know the difference between the Alien and Human Craft? Any sufficiently advanced technology will simply look like magic to us, just as it was to our ancenstors. The difference is that more of the common people understand what a UFO is, and rather than associate it with some deity or other godlike figure, understand that its occupant is may be a being from another world, but it is real solid object and was built with materials, and science and knowledge – not with magic and old superstitious beliefs.

I remember what the female ET, told in my *dream* she said, that they had to go because "your government was coming," meaning I assume the U.S. Military and then later as I was being placed back into my "body," or floating back to my house, whichever you prefer, I was told, to unequivocally, "Beware of Your Government." Which I thought was an odd and totally unnerving statement to make. I had never remembered words and phrases from my dreams before, other than the preminotion of the death of stranger in a car accident I witnessed and I wrote about in college.

Why would *She be* worried and concerned about me? But there so much more that I couldn't remember and that kind of frustrated me. It seemed like there was a mental block that was just like in Sandy's Hill, when I could remember everything up to a certain point, and then it was just a blank space and then I can remember certain things after the blank space, just fine. I thought that was pretty fucked up.

Perhaps it was just a result of being in the "water tank," when the propulsion system was operating I thought. That was originally why the ET told me to get into the water in the first place, perhaps this was the net effect of the propulsion system on my biological systems and I had a temporary memory loss? In this dream?

In fact the more I thought about it, the more I felt like I "knew," this female ET. And I wondered if this could be related to my "Virgin Mary," issues somehow. I had wondered if the events at Fatima, on my father's birthday October 13, were somehow related – somehow to ET's? I hadn't thought of these things in many, many years, and yet here I was mulling over the events

of my 5 year old childhood with even more awe and amazement, than I did the day I met Nesa and found The Way and had that Hallmark moment in front of the Virgin Mary statue that same morning.

Little did I know just how important all these seemingly incongruent facts would become. Every hunch I had was swiftly being followed by a major revelation. I felt like I was being initiated into something, a brotherhood of sorts. But I soon realized that for those that 'don't know,' no explanation will suffice and for those that 'do know,' no explanation is necessary.

So out of the blue a few years prior to all this UFO stuff I decided to buy a book about celtic and druidic lore, myth and history. I felt drawn to it for I was raised on such stuff and never had access to any books about it. A celtic druid might spend 20 or more years learning the triads, a verbal and orally transmitted tradition of telling stories in 3 stanzas.

He might spend his whole life studying to attain the Druid priest status, which I would later learn was really just a part of the radical Essene movement that Yeshua and his cousin John were related to back in the day. One of the saying's attributed to Mer-lin, the Magi-cian, was that he used to tell young King Arthur, that he "shouldn't waste his time with people that can't imagine other realities, but their own." Perhaps he was alluding to other realities besides earthly Terrans?

It seemed so innocuous when I read that back in 1995, but now its truth seemed to be ringing true with me. I have often thought since then - that I shouldn't waste my time with people who would scoff at what I have to say and share with them. So like the main character in the movie, Close Encounters, I had summarily yet involuntarily, excommunicated myself from most of my regular circle of friends and this had the unintended consequence of allowing me to concentrate entirely on my research of the matters at hand.

I noticed that in addition to the summit meeting in Helsinki, Finland which was scheduled with the Russians after the two superpowers knew that an ET encounter was inevitable or probable – I realized that this series of rushed "summit meetings," seemed to be following the same pattern of events and rushed meetings that followed the alleged ET encounter and loss of the joint CIA and Russian spacecraft Phobos I and II back in 1989.

Within months of the loss of the two joint Russian/CIA space probes sent to Phobos - the dismantling of the Berlin Wall began and the end of the former USSR was set in motion.

Just a few year prior to this, I was listening to Sting's hit song about "whether the Russians loved their children too." Although previous U.S. and Soviet joint space missions had occurred, these were largely handshakes across space capsules and eating each other's toothpaste with caviar. The Phobos I and II missions were quite different, and it was the first time (publicly) that the CIA and the Russians worked jointly on a single space project. The list of "Star Wars" special systems and 'plasma disintegrators' on these "probes," was literally two pages long.

Yet it was against this backdrop in 1989 at the height of the Cold War, that the United States Central Intelligence Agency was working jointly with the Russian Space Agency to put two probes into orbit around Mars two "moons," which Russian and American scientists had decades

earlier announced that the two moons of Mars had to be hollow space stations, and were really not moons but captured asteroids from the Asteroid Belt. It wasn't hard to imagine Star Wars Weapons being developed to fight in real Star Wars, not the "earth nuclear shield deterrent" that it was being touted as, but as a true *death star* destroying weapon to be used on real orbiting space stations, that look like "moons."

But both probes were lost, but not before sending back images which clearly indicated that a massive 25km long cylindrical object was apparently about to "dock," with Phobos. The last transmission from Phobos II was a photograph of a gigantic cylindrical spaceship - a huge, approx, 20km (40-60 miles) long, 1.5km (3 mile) diameter cigar-shaped 'mother ship', that was photographed on March 25, 1989 hanging or parked next to the Martian moon Phobos by the Soviet unmanned probe Phobos II.

Reminiscent of the scenes from the movie 2001, then the space probes find the monolith only to beam back the last picture and seeing the monolith disappear to another planet, but not before the last enigmatic pictures were sent back. It wasn't enough information to draw too many conclusions, but just enough to show, or prove that there was *something* unnatural in orbit around Phobos and that this *unnatural object* was responsible for knocking out both of the Russian/CIA space probes.

Since I would have to imagine that the ET craft would have its own fleet of robotic probes and sentrys to protect its mothership, I would imagine that the Probes were only destroyed because they posed a potential threat to the UFO's and their occupants. Obviously, unless there was more than the single photograph that Colonel Popovich gave to the US press, the Phobos I probe was disabled before transmitting back and Phobos II only had time to transmit two photographs back before being disabled.

At least this is my general consensus. Some think that the craft may have been outfitted with an alien ARV cloaking device, but once it uncloaked to charge and fire its weapons, it was picked up by the Alien probes and immediately disabled before it could fire its weapons. But it was able to beam back images right up until it was disabled.

I had to ponder if the sudden need for another super secret Russian/U.S. Summit could be related to an ET presence coming to Earth in 1997? Could it be related to the Comet Hale-Bopp, which was being touted as having a large spacecraft orbiting and traveling along with it somehow?

The same series of events and "superpower," talks had suddenly peaked, and then remembered that Ronald Reagan had made a speech about UFO's and I went back and read up on it…

March 17, 1997 - 9:50pm - Northeast UFO tracked by Air Traffic Control

From: UFO ROUNDUP - Volume 2, Number 26. June 29, 1997

On Monday, March 17, at 9:50 p.m., another ten witnesses saw "a very brilliant and strong" aerial light glowing behind the mountain at Breckenridge. According to Jean Casault of CEIPI, the Aylmer police reportedly told his group that the lights were "military flares" being lit on the firing range at CFB Connaught, near Ottawa. Meanwhile, below the border, radio buff Tony O'Neill switched on his BC860XLT 100-channel 12-band Uniden Bearcat scanner. At 7:20 p.m. on Monday, March 17, he picked up an intriguing exchange between Air Traffic Controllers (ATCs) and six jetliner pilots.

The pilots were talking to the ATCs in Albany, New York and Burlington, Vermont, he said. "One pilot radioed 'A bright light approached us, went vertical and dropped into the horizon.'" The pilot asked both ATCs to confirm his position, and they did--the jetliner was 30 miles (48 kilometers) east of Burlington or 150 miles (240 kilometers) northeast of Albany.

That puts the UFO over the forest area just south of Hardwick, Vermont (population 1,476) Six pilots discussed the sighting with the towers, O'Neill said, describing the UFO as having "fire coming out of the back and left or made a contrail." Controllers asked the pilots if they would be willing to file a report. Some said yes and were given the phone number of the Federal Aviation Administration (FAA) center in Nashua, New Hampshire. (Email Interview) (Many thanks to Jean Casault and Helene Dupont of CEIPI for this report.)

March 23, 1997 - UFO Roundup - Arizona Reports Keep Pouring In

From: UFO ROUNDUP - Volume 2, Number 12. - March 23rd, 1997 Editor: Joseph Trainor

Researchers have been flooded with reports in the wake of last week's big UFO flap in Arizona. People claiming to have seen glowing orange spheres and triangular UFOs over Phoenix, Tempe, Prescott, Glendale and Tucson the evening of March 13, 1997 number in the thousands.

On Monday, March 17, 1997, Channel 10 in Phoenix aired a videotape of a large cylindrical UFO with 8 lights. In Tucson, eyewitnesses reported four bright lights coming from the northwest and heading southeast. (See the Prescott, Arizona Daily Courier for March 14, 1997 "UFO Sightings in PV, Other Areas.")

In Glendale (population 96,988), orange globes hovered over a suburban neighborhood for two hours, from 9 p.m. to 11 p.m.

People were "looking up at what they said were orange balls of light. They were very scared...In fact, my 80-year-old father-in-law was shouting on the phone at one point. My wife and I did what we could to calm him down and let him know what we had tried to tell him about UFOs over the years," Billy Dee of Wisconsin reported.

On Tuesday, March 18, the Arizona Republic ran a story on the flap. According to reporter Susie Steckner, the "first call came from former police officers who spotted" the UFOs "near Paulden,

north of Prescott, in Yavapai County."

"The bright orange-red lights formed the shape of a boomerang...with a larger grouping in the lead, followed by a single light." Shortly after 8 p.m., calls came flooding in from Prescott, Prescott Valley, Dewey, Chris Valley, Glendale and Phoenix.

"Tim MacDonald, 11, was leaving his Cub Scout meeting in Phoenix when he saw the bizarre object. 'It looked like a Stealth bomber,' he said, 'It was in a triangle shape and had three lights. It was moving very slowly. It was there for two or three minutes...When it disappeared, I thought it was a UFO.'" (See the Arizona Republic for March 18, 1997.)

During its 5 p.m. newscast on March 17, Channel 12 in Phoenix stated that the glowing orange spheres seen March 13 over the Gila River Indian Reservation south of the city were "military flares."

The announcer reportedly said, "The strange lights over Phoenix were explained as an anti-aircraft experiment in a military area 50 miles (80 kilometers) south of Phoenix."

Lt. Col. Mike Hauser, USAF, a spokesman for Luke Air Force Base, told the Arizona Republic: "Everybody is telling us we have UFOs stashed all over the Air Force. I'm not taking issue with what people saw (but) lots of things can make lights."

On Wednesday, March 19, videographer Tom King and a group of ufologist's went to the state park at South Mountain, just south of Phoenix, hoping to catch more UFOs on tape. But park rangers ordered the group off the mountain at 9:30 p.m.

"To our surprise, we were hustled out of the park early," King reported.

"The park usually closes at 11 p.m. We were told to leave at 9:24. The park rangers were storming up the peak and announced over the loudspeaker, 'The park is closed. Leave now. The park is closed. Leave while you can.''

(Many thanks to Bill Hamilton, Errol Bruce-Knapp, Tom King, Billy Dee and Steve Wilson, Jr. for this story.)

March 24, 1997 – Sheffield UFO Causes Furor in Britain

The March 24, 1997 UFO incident in the Peak District west of Sheffield is now the subject of an investigation by the newspaper Sheffield Star, the British UFO Research Association (BUFORA) and the Hon. Helen Jackson, Member of Parliament for Sheffield/Hillsborough.

In early April, the Sheffield Star revealed that the RAF had conducted a low-altitude training exercise that night and had participated in a massive air-and-ground search for a purported missing aircraft. Shortly thereafter, Mrs. Jackson submitted a list of questions about the Sheffield case to the UK Ministry of Defence (MoD).

On April 7, 1998, John Spellar, Under-Secretary of Defense sent Mrs. Jackson this response: "It

is not possible 12 months after the date in question to state precisely where military activities were being carried out. Records kept show only that aircraft were tasked to carry out low flying over the Peak District between 2030 and 2107 (8:30 to 9:07 p.m.) local time on the evening of 24 March 1997. No low-level flying is permitted over the Sheffield urban area or any other major conurbation."

The night of March 24, 1997, instruments at the University of Edinburgh recorded two mysterious sonic booms in the Sheffield area. Eyewitnesses on the ground reported seeing a triangular UFO and up to six RAF Tornado fighters flying overhead.

According to the May/June 1997 issue of UFO Magazine (page 9), the witnesses described the object as "a huge triangular-shaped UFO (that) passed directly overhead at 300 feet at 9:30 p.m. The craft had pinkish-colored lights around its curved edges and a blinking blue light on its underside and 'lit up the street as bright as day.'"

Since March 24, 1997, rumors of a UFO air battle and a Tornado crash have circulated in Derbyshire and South Yorkshire. According to the story, the triangular UFO appeared over Dronfield, Derbyshire. Six RAF Tornado interceptors engaged in an air attack on the craft. The UFO supposedly shot down a Tornado, which crashed in a reservoir near the Howden Moors in Derbyshire. The UFO then fled into space.

Following the exchange of letters between Under-Secretary Spellar and Mrs. Jackson, BUFORA press officer Dave Clarke interviewed Alan Pattison of MoD's "UFO desk" and his deputy, Squadron Leader Tom Manning of the RAF.

According to Clarke, the men "confirmed the planes involved in the incident were two Tornado GR1 Strike aircraft which were operating from the base at RAF Marham on a pre-booked and pre-planned low-level training exercise over the Peak District. These Tornados were the type used on bombing missions in the (Persian) Gulf War and are not fighters that would be scrambled for an intercept."

"They also admitted that other Tornados and indeed Jaguar fighters from other NATO bases took part in the night-time sortie, which included night-time flying at a minimum 250 feet altitude over the mountains west of Sheffield."

UFO researcher Max Burns has claimed that the triangular mystery object was tracked on radar at 9:55 p.m. that night by the Royal Signals unit at the RAF Linton-upon-Ouse base, near the city of York.

Clarke stated, "The MoD/RAF current position is that the two sonic booms recorded at 2132 and 2206 (9:32 and 10:06 p.m. by Edinburgh) that night remain 'unexplained.' They claim the low-flying exercise was over fifty minutes before these sonic events were recorded and say that they have no record of them at the time of the exercise."

Pattison and Manning stated, "We did not chase a UFO, and there has been no cover-up. We responded to a request by the police to help to search for a crashed aircraft and sent a helicopter

from RAF Leconfield. We don't know what caused the sonic events, and the whole thing is a mystery to us, too."

Clarke revealed that the air-and-ground search involved 200 police, fire and military reserve personnel, who covered an area of 40 square miles around Bolsterstone, South Yorkshire. The helicopter from RAF Leconfield was a Westland Sea King HAS Mk 6, which assisted the West Yorkshire police helicopter in the search. (See the Sheffield Star for April 4, 1998. Also UFO Roundup, volume 2, number 12 for March 30, 1997. Many thanks to Dave Clarke of BUFORA and John Hayes for this story.)

March 27, 1997 - The Heaven's Gate Mystery

No more than 14 days after my own close encounter with the Boomerang UFO in Norfolk, Virginia and steeped in all the comet hysteria about Hale-Bopp searching for clues, I was suddenly stopped in my tracks by a breaking news story on TV:

March 27, 1997 - The nation was shocked this morning by the news that 39 people, mostly young computer professionals of the "Higher Source" website development group, had apparently committed suicide in Rancho Santa Fe, California. Early reports claim that their motivation was a desire to join a UFO traveling with Comet Hale-Bopp.

A neighbor, Bill Strong, said five to 10 people, including men and women but no children, had been living at the mansion. He said he noticed vans and trucks coming and going from the residence, and one had New Mexico license plates.

Other people who lived nearby reported that the group had little contact with neighbors. KNBC-TV in Los Angeles quoted a real estate agent who had been trying to sell the house as saying that the sale was hindered by the activity of what appeared to be a religious "cult" meeting there.

There was no indication as to whether the deaths were related to Saturday's mass suicide in Quebec of five members of the Order of the Solar Temple. More than 70 members of that group have committed suicide in the last three years.

Suddenly the whole Hale-Bopp UFO mystery now takes on a very real and very sinister twist. Part of me thought these people must be crazy, but then another part wondered if they knew something no one else did. Could they have been hacking government and other secure files in search of some UFO data that convinced them that it was time beam up?

If a lone 16 year old kid can break into the Pentagons most secure computer systems, how difficult would it be for an experienced group of UFO devotees and computer professionals working together towards a common goal?

I didn't share my thoughts with anyone at the time, but deep down inside I felt there was much more to this story than what was being reported on by the media and other authorities, much more. After all, it's not every day that people are actually willing to die or kill themselves for their beliefs and convictions. I assured my girlfriend and other friends who couldn't resist teasing me and cajoling me with Heaven's Gate jokes, that I wouldn't be committing suicide any time soon and she could stop worrying!

TELAH Services – Phoenix, Arizona Address

TELAH Services (The Level Above Human)
4757 E. Greenway Rd. Ste. 103-178
Phoenix, AZ 85032

March 28, 1997 - A-10 Pilot dies in U.S. Air National Guard fighter crash

WASHINGTON (Reuter) - A veteran National Guard pilot died when his A-10 Thunderbolt fighter jet crashed on approach to Willow Grove Air Reserve Station in Pennsylvania Friday, a spokeswoman at the base said.

The Air National Guard spokeswoman confirmed the pilot was killed in the crash, which happened at 3:45 p.m. EST, but were withholding his name until relatives were notified. Capt. Stephanie Sullenbarger, public affairs officer for Air National Guard, said the dead man was a veteran pilot assigned to the unit. She said the accident happened during a routine training mission which included mid-air refueling.

The plane crashed in wooded buffer zone end of runway and witnesses told WPVI television station they saw smoke and a fireball but did not see the pilot eject. The single-seat, twin-engine jet fighter, nicknamed the "Warthog," is designed to destroy enemy ground forces and was used with great effectiveness during the Gulf War.

"There was a crash on a routine flight on approach to land," said Sgt. Jenny Pappas at the base. "It was inside the fence at the Naval Air station." Willow Grove is about 30 miles northeast of Philadelphia. REUTER

March 31, 1997 - Willoughby Spit, Norfolk, Virginia Cigar UFO Sighting

On the night of Monday, March 31, 1997, A.J. was at Willoughby Spit, a small seaside peninsula in the West Ocean View section of Norfolk, Virginia, observing the comet Hale-Bopp with his binoculars. "I'd finally managed to focus the binoculars and was scanning the (northern) sky for the comet," A.J. said, when "I was very stunned, surprised, in awe, to see a peculiar craft of unknown origin cross my viewing path."

A.J. described the UFO as "a silvery cigar-shaped craft...I did think it had kind of an iridescent hull or exterior. After a few minutes it shot straight up at what I believe to be a 45-degree angle and disappeared. There's no way I could have missed its departure unless it went either super-fast, or cloaked itself or exited the (Earth's) atmosphere." (Many thanks to Yechiel A. Mann for forwarding this story.)

(This report mirrors the story reported by a trucker during the Phoenix Lights: Trucker Bill Griener, 51, watched three fighters scramble from Luke Air Force Base to intercept the mystery craft.)

He said: "It shot straight up and disappeared. I've seen something that doesn't belong here."

This is also what the person who corroborated The Norfolk Incident report said when he witnessed the boomerang craft go over Hampton Roads Bay (which would require passing Willoughby Spit) and then when reaching Langley AFB it hovered and then shot straight up.

I contacted Mr. Mann – but he had no further information, and I wondered if the date actually March 13, and not March 31 as printed. This had occurred many times in my own sighting report

when people incorrectly reported the year in 3 of the 4 available reports! Given the volumes of misinformation and disinformation around this whole event, I would not doubt it if this date was changed to hide any connections to the 3/12/97 events.

April 1, 1997 - Hubble Tracks Fading Light of GRB 970228

Hale-Bopp Comet Properties	Data
Comet Discovery	July 23, 1995
Closest Approach to Earth	March 22, 1997 (1.315 AU)
Closest Approach to Sun	April 1, 1997 (0.914 AU)
Closest Approach to Earth's Orbital Plane (Earth Ecliptic)	May 4-5, 1997
Earth passes Closest to Hale Bopp's orbital Plane and debris field	January 5-12, 1998

NASA's refurbished Hubble Space Telescope has made an important contribution toward solving one of astronomy's greatest enigmas by allowing astronomers to continue watching the fading visible-light counterpart of a gamma-ray burst (GRB), one of the most energetic and mysterious events in the universe.

The so-called optical counterpart is presumably a cooling fireball from the catastrophic event that triggered the massive burst of invisible gamma rays -- the highest-energy radiation in the universe. This event may have unleashed as much energy in a few seconds as the Sun does in ten billion years!

The burst was discovered on February 28, 1997 by the Gamma-Ray Burst Monitor aboard the Italian-Dutch Beppo-SAX satellite. The burst was also within the field of view of one of the SAX Wide Field Cameras. Follow-up observations were conducted by several other space-based astronomical observatories.

The visible GRB counterpart, the first ever detected, was then discovered in a pair of ground-based telescopic images of the region where the burst occurred. Taken a week apart, the later picture showed that an object that could be seen in the first image had disappeared in the field, suggesting it was the decaying fireball from the event.

A week after that discovery, astronomers at the New Technology Telescope and the Keck telescope identified an extended source at the location of the suspected GRB.

Hubble's high resolution and sensitivity were brought in to hunt down the rapidly dimming fireball -- plunging from 21st to below 23rd magnitude in eight days -- after it had grown so faint that it could not be resolved by ground-based telescopes by March 13, 1997. On March 26, 1997 Hubble allowed astronomers to reacquire the lost remnant and continue following the behavior

of the fading source.

The Hubble observation clearly shows that the visible GRB source has two components: a point-like object and an extended feature.

This observation demonstrates Hubble's unique capability for monitoring the aftermath of gamma-ray bursts, long after they have faded from the view of Earth-based telescopes. And there will be no shortage of targets: once a day, a gamma-ray burst occurs somewhere in the universe.

Hubble's contribution to solving the GRB mystery is the latest in a series of extraordinary ground- and spacecraft-based observations, across the electromagnetic spectrum, that has carried astronomers on a fast-paced detective hunt for the mechanism powering the most energetic and elusive events in the universe.

"Hubble's unmatched ability to see the faintest traces of the universe is helping solve one of astronomy's most perplexing unsolved problems,"

Although more than 2,000 separate GRB's have been catalogued as they randomly occur across the sky, the outbursts have perplexed astronomers for more than two decades. This is because the source of a GRB had never been seen until a team of astronomers led by Jan van Paradijs of the University of Alabama in Huntsville, and the University of Amsterdam, found a diffuse object at the location of a gamma ray burst using a 4.2-meter telescope at La Palma Observatory in the Canary Islands. T

he burst had been detected by the Gamma-Ray Burst Monitor aboard the Italian-Dutch BeppoSAX satellite. Within eight hours after the burst was detected, the Beppo-SAX spacecraft was maneuvered to point its more precise X-ray imaging instruments at the location.

Hubble observing time was then set aside to allow astronomers to take images with Hubble's Wide Field Planetary Camera 2 which clearly show a point-like source, at 25.7 magnitude, and the extended object.

A Close-Up of the Optical Transient shows both a point-like source (the bright emission) plus the extended emission (below and to the right) from what may be the distant host-galaxy.

The Light Curve of GRB 970228 in Gamma Ray and X-Ray Bands are Peculiar

It is an easy prediction of the fireball model that gamma-ray bursts (GRB's) should show an afterglow in the radio, X-ray, and optical. The energy source powering this luminosity is the kinetic energy of the (burnout) ejecta shell after the burst.

This afterglow has become detectable thanks to an exceptional effort by the Italian *Beppo-SAX* science team, which has managed to re-observe the field just 8 hr after the burst GRB 970228 and then again about 48 hr later, thus providing the most complete coverage of the post-burst evolution of a GRB ever obtained in the X-ray.

By combining observations of the Narrow Field Instruments with both *ASCA* and Wide-Field Camera observations, Costa et al. (1997a) were able to identify the main features of GRB 970228 as follows. First, the major burst lasts only 5 s; second, the afterglow begins just 30 s after the major burst and has a time dependence t^{-}, with = 1.32 ± 0.19, and the total fluence in the afterglow, as measured in just the 210 keV band, equals 40% of the whole burst (including the -ray fluence!).

I will show that this behavior can be easily understood within the model of Paper I. In particular, I shall show that the afterglow is due to the expansion of a highly radiative relativistic shell of matter, expanding in a constant-density environment in the case of GRB 970228.

A considerably different time behavior is displayed by GRB 970508, whose optical transient peaks well after the burst (Castro-Tirado et al. 1997). Expansion in a surrounding medium with decreasing density will be shown to provide a quantitative, as well as qualitative, explanation for the afterglow of GRB 970508.

The Afterglow of GRB 970228

The light curve of GRB 970228 in both the -ray and X-ray bands is peculiar, in that it clearly shows a first peak lasting about 5 s, a silence of 30 s, and a new, longer peak lasting 40 s. Costa et al. (1997a) attributed the second peak to the afterglow. There are three reasons for setting the second peak apart from the first one.

First, the -ray/X-ray ratio is radically different in the two events.

Second, the luminosity of the second peak falls squarely on the extrapolation to early times of the time-dependence law that links the first and second *BeppoSAX* observations to *ASCA* data.

Third, the X-ray and -ray light curves in the second peak start out nearly simultaneously, suggesting a common origin in a new shock, rather than the beginning of cooling in hot matter.

Recognizing the second peak as part of the afterglow implies that the observed afterglow follows

accurately a power-law time dependence over nearly 4 orders of magnitude in time and 5 in flux, apparently without any band effect.

The total soft X-ray (210 keV) luminosity released in the afterglow can then be integrated to show that it alone equals 40% of the whole burst luminosity (Costa et al. 1997a). Since the photon number counts go as $^{-1.9}$, the total correction to obtain the bolometric luminosity must amount to a factor of a few, without changing the order of magnitude of the afterglow fluence. In short, the afterglow radiates about as much as the burst. This fact has two important consequences.

First, the total energy radiated away by the expanding fireball is large. Thus, if the expansion following the burst is adiabatic, then much higher energy contents are required. Instead, quantitative details pertaining to a radiative impulsive relativistic expansion will be derived in the next section.

Second, the approximate equality of fluences in the burst and in the afterglow makes it likely that the energy source powering the burst (the kinetic energy of the ejecta) is the same as that of the afterglow: if it were otherwise, i.e., if the burst and afterglow were powered by different physical phenomena, then an unlikely coincidence would result.

This equality is naturally accounted for in fireball models: when the Lorentz factor of the bulk expansion is low (100), the reverse shock is only marginally relativistic, and the total directed kinetic energy converted into internal energy, to be radiated as the burst, is one-half of the total energy budget (Sari & Piran 1995).

When, vice versa, is large, 1000, the reverse shock is highly relativistic, and the ejecta are stopped dead in their tracks. In this case, the energy fraction converted into internal energy is 1, and the balance remaining as directed kinetic energy 1, leading to a much weaker afterglow. This difference may account for the lack of afterglow from GRB 970111 or its relative weakness in GRB 970402.

The following quantitative argument, supporting 100, can be made. Of the two distinct mechanisms proposed to explain GRBs, for this low value of only internal shocks (Mészáros & Rees 1994) can work, the other one, external shocks (Rees & Mészáros 1994), requiring much higher Lorentz factors, 1000.

In the interior case, two shells collide and stick at r 10^{12} cm, and from then on they continue a free expansion until they impinge upon the interstellar medium (ISM), producing a second shock. This occurs at a radius where the total energy release is $E = E_{51} \times 10^{51}$ ergs, and the ISM mass density is $n_1 m_p$ cm^{-3}. Thus, as seen from Earth, the time delay between the first and second

shock and ensuing emissions is $dt\ r_{sh}/2^2c = 40$ s $(/100)^{-8/3}$.

This value is essentially the time delay between the first peak of GRB 970228, and the onset of the afterglow. Also, the simultaneity of the onset of X-ray and -ray luminosities argues for a common origin in a new shock. I thus find the internal/external shock model for GRBs validated by the observed time delay in GRB 970228, and the value of 100 supported by observations.

From: Internet – The Global Situation Report

In November of 1996 controversy erupted around incoming comet Hale-Bopp when an amateur astronomer claimed that it had a companion and a noted remote viewer said that the companion was an incoming starship.

The previous April, the Japanese National Observatory had posted a photograph of the comet on its website showing the object, and initial reports from some other observatories seemed to confirm it. But nothing ever indicated that the object, if present, was a spacecraft. Astronomers around the world joined in condemning the reports.

In January of 1997, it was discovered that photographs put forward as evidence were actually doctored images. Nevertheless, in March 39 people committed suicide together in an apparent attempt to reach the passing 'starship.'

Now, according to a press release from the journal New Scientist, Zdenek Sekanina of NASA's Jet Propulsion Laboratory has claimed that the comet does indeed have a companion.

In five of six Hubble Space Telescope images of the comet taken in 1995 and 1996, Sekanina found a bright patch that he believes is a satellite about 26 miles wide orbiting about 160 miles from Hale-Bopp's nucleus.

Harold Weaver, an astrophysicist at Johns Hopkins University who provided the Hubble images Sekanina analyzed, strongly doubts that "Baby Bopp" is real. "He's just trying to squeeze too much out of the data," says Weaver.

"I like Sekanina's idea, and I tend to believe it," says Brian Marsden of the Harvard/Smithsonian Center for Astrophysics. "But it's not an easy type of observation to make, and I'm afraid Sekanina is in the minority."

Minority or not, Sekanina is sure of what he's seen. "If there were one image, I wouldn't believe it at all," he says. "With two, I'd still be skeptical. But I found it on five." But it still doesn't mean that the object is a spacecraft, and there remains not the slightest trace of evidence that this might be so. (Thanks to the Global Situation Report)

April 2, 1997 – Phoenix, AZ A Military A-10 Pilot Disappears

“It is a Mystery, Wrapped in an Enigma, Inside a Riddle.”

When asked to describe the mysterious disappearance of A-10 “Warthog” Pilot Craig Button

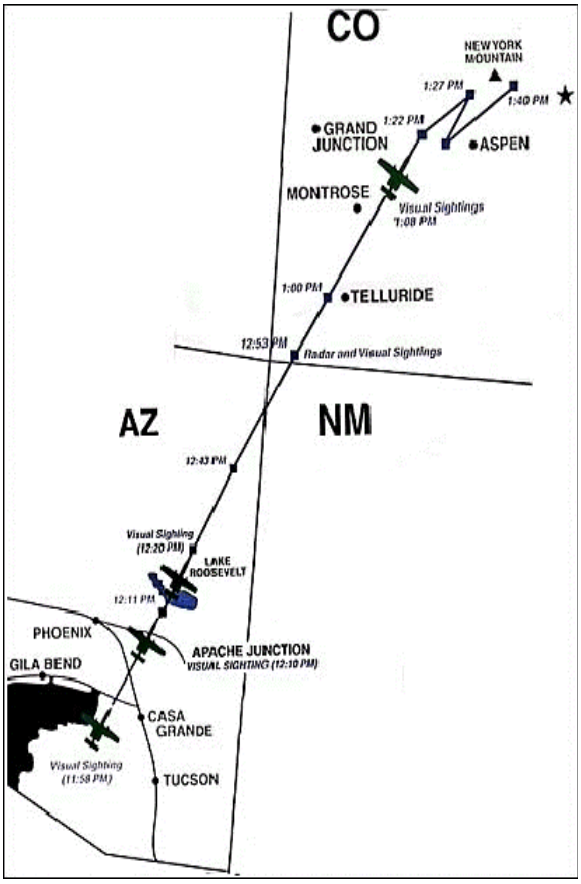
The U.S. Secretary of Defense - William Cohen Replied:

> “It is a Mystery, Wrapped in an Enigma, Inside a Riddle.”

- •April 2 - noon; A-10 aircraft believed crashed.
- •April 3 - Search continues, broad search area selected.
- •April 3 - 11:45 a.m. General public help sought for missing A-10
- •April 3 - 5:30 p.m. AF identifies missing pilot as Capt. Craig Button
- •April 5 - Search area shifts to Colorado
- •April 7 - Radar shows missing aircraft turned in air near Vail
- •April 9 - Search continues, heavy snow in area.
- •April 20 - Helicopter search crew finds possible wreckage of A-10
- •April 21 - Photos released of possible crash site.

Chronology of Events on April 2, 1997

•11:58 a.m.: east of Tucson
•12:10 p.m.: west of Apache Junction, Arizona
•12:11 p.m.: several miles south of Lake Roosevelt



•12:29 p.m.: north of Lake Roosevelt
•12:43 p.m.: approaching New Mexico
•12:58 p.m.: just inside Colorado
•1:00 p.m.: near Telluride
•1:08 p.m.: near Montrose
•1:22 p.m.: Button begins a zigzag pattern with this sighting between Grand Junction and Aspen
•1:27 p.m.: bearing northeast, now north of Aspen
•1:30 p.m.: Button is due south of his last position
•1:33 p.m.: the A-10 is southeast of the last sighting
•1:35 p.m.: between Aspen and Grand Junction
•1:37 p.m.: Button is heading northeast again
•1:40 p.m.: In the last reported sighting, Button is northeast of Aspen, near Craig's Peak and New York Mountain.

Much like the radar tracks that stopped April 2 in this mountainous area, the mysterious flight that began that same day in southern Arizona did indeed end here, 15 miles southwest of Vail, Colo. The search was over. But questions remained. Why did Button's aircraft, the last A-10 in a three-ship headed for an Arizona training range, suddenly break formation after refueling?

How did he end up 495 miles away in Colorado's Rocky Mountains? What was his intent when he hit Gold Dust Peak less than 100 feet from its summit? And where, oh where, are the four 500-pound bombs?

Mystery still intact, 40-plus people returned in early July to Eagle, Colo. With summer in full swing, Air Force officials thought enough snow had melted on Gold Dust Peak to recover the A-10 wreckage and its pilot. The weather window was open, but only for a short time. The mission was focused: "We're here to recover as much of the aircraft as we can, do it safely and in a very tight timeframe," said Brig. Gen. Donald A. Streater, commander of the Air Force's recovery efforts. Team members also would look for anything in the wreckage that might be pertinent to the accident investigation - something that could show intent, like gauges or instrumentation. A final facet of the mission: Make the site safe for the public and return it to environmental standards set by the U.S. Forest Service.

Operations would stage out of the Colorado Army National Guard's High Altitude Training Site, where the best helo pilots in the world train everybody else how to fly in this rugged environment. Recovery team members were picked based on specific career field needs, but from here on out they would perform jobs they never dreamed about.

Like Master Sgt. Mike Michniewicz. His job at Peterson AFB, Colo., is quality control for the communications squadron. For the recovery operation, he runs the command center, coordinates airlift, sets up phone and cable lines and just about everything else you can think of. Oh, and he does a little air traffic control. When the Nevada Army National Guard arrived with its CH-47 Chinook one evening, no one was in the Eagle County Airport's control tower. Michniewicz talked the helo in, while on-scene commander Lt. Col. Mike Selva marshaled the chopper to its parking spot. "We're thinking outside the box on everything we do," said Selva, Peterson AFB's deputy support group commander. With hope that they'll be the one to find the missing piece of the puzzle - one part, just one part of one 500-pound bomb. "We'll continue our operations until winter weather returns or the mission is complete, whichever comes first."

April 2, 1997 - What happened that Day

• Craig David Button (Nov. 24, 1964-April 2, 1997) was a United States Air Force pilot who died when he crashed an A-10 Thunderbolt II aircraft under mysterious circumstances.

• Button was on a training mission with two other A-10s from Davis-Monthan Air Force Base in Tucson, Arizona.

• Button flew hundreds of miles off course without radio contact. Near Gila Bend, Arizona, after being refueled in-flight, Button unexpectedly broke formation. He flew in a northeasterly direction toward Four Corners, where Colorado, New Mexico, Arizona and Utah come together in one spot. His jet was spotted numerous times by observers on the ground. The Air Force determined that Button was flying his aircraft manually and purposefully.

• He crashed into Gold Dust Peak in the Holy Cross Wilderness.

• He did not attempt to eject before the crash.

• It took three weeks to find the crash site, and all summer to clean it up. For years, a sign at the Gold Dust Peak trailhead warned that hikers might encounter 30 mm ammunition.

• Button's $9 million single-seat A-10 Thunderbolt II attack aircraft was armed with four Mk-82 bombs, 60 magnesium flares, 120 metal chaff canisters and 575 rounds of 30-millimeter ammunition. This training mission would have been the first time Captain Button dropped live ordnance.

• The Air Force concluded the jet probably had two to five minutes of fuel remaining when it crashed. Debris scattered over a quarter-mile-square area.

Sources: U.S. Air Force and media reports

WHAT WITNESSES AND RADAR SAW

11:58 a.m. East of Tucson

12:10 p.m. west of Apache Junction, Arizona

12:11 p.m. several miles south of Lake Roosevelt

12:29 p.m. north of Lake Roosevelt

12:43 p.m. approaching New Mexico

12:58 p.m. just inside Colorado

1:00 p.m. near Telluride

1:08 p.m. near Montrose

1:22 p.m. Button begins a zig-zag pattern with this sighting between Grand Junction and Aspen

1:27 p.m. bearing to the northeast, Button is now north of Aspen

1:30 p.m. Button is due south of his last position

1:33 p.m. the A-10 is southeast of the last sighting

1:35 p.m. north by northeast of its previous sighting, the A-10 is between Aspen and Grand Junction again

1:37 p.m. Button is heading northeast again

1:40 p.m. In the last reported sighting, Button is northeast of Aspen, near Craig's Peak and New York Mountain

Sources: U.S. Air Force and media reports

Editor's Note: This is part one of a two-part series looking back at the April 1997 crash of Capt. Craig Button, who flew his A-10 Thunderbolt attack plane into Gold Dust Peak.

VAIL — Instead of touching down safely, Air Force Captain Craig D. Button touched off a mystery that will never be solved when he broke formation in his A-10 Thunderbolt near Gila, Ariz., flew 800 miles off course as he zigzagged across northern Arizona and Colorado and crashed into Gold Dust Peak in the Holy Cross Wilderness near Vail.

Two decades later, we have a clear picture of what happened, but why remains a mystery.

"We might never know what caused Capt. (Craig) Button to fly north," Capt. Leo Devine, a Pentagon spokesman said at the time.

Devine was correct.

A 1998 Air Force report suggests unrequited love and conflicting emotions between learning to kill as a member of the military, juxtaposed with his mother's Jehovah's Witness and pacifist philosophy. His parents angrily rejected that conjecture and lambasted the media for suggesting their son may have sabotaged the flight.

"They pulled that out of a hat: that he must have done it himself, which I think is a lie," Richard Button, Craig's father and a retired Air Force colonel who fought in three wars, told the New York Times.

Button's father flew for the Air Force during World War II, Korea and Vietnam. He suggested that his son was disoriented by jet fuel fumes, could not control his plane and crashed.

In its psychological report, the Air Force says it interviewed about 200 people, including friends, fellow pilots and relatives.

The national media grabbed the story and descended on Eagle. The Discovery Channel did a documentary about it. Vail Mountain Rescue member Tim Reinholtz landed on the cover of USA Today.

WHAT'S TRUE

Two decades later we know a few facts:

Button's $9 million, single-seat A-10 Thunderbolt II attack aircraft took off on a training mission with two other A-10s from Davis-Monthan Air Force Base in Tucson, Arizona. His jet was armed with four Mk-82 500-pound bombs, 60 magnesium flares, 120 metal chaff

canisters and 575 rounds of 30-millimeter ammunition.

The training mission would have been the first time Captain Button dropped live ordnance.

Button was 800 miles off course when he crashed on April 2, 1997.

Button loved skiing so much that the Air Force officially reprimanded him for often going out of his way to fly over the Rocky Mountains.

Button flew over New York Lake at 300 miles per hour, passed within two miles of Craig Mountain and crashed into Gold Dust Peak, just below the 13,365-foot summit in the Holy Cross Wilderness.

Before doing so, Button climbed from an altitude of 6,000 feet and threaded his way through the peaks. That was well after he refueled in the air. Button's remains that were recovered were so small that investigators could not test for anything such as carbon monoxide poisoning. However, they did determine that drugs or alcohol were not involved.

WHAT'S NOT TRUE

Button did not land his A-10 safely in some secret location and he was not murdered by the military to cover up UFOs, as some conspiracy theorists claim.

He was not gay, a big deal in the military 20 years ago, although some unfounded media reports at the time incorrectly indicated he might have been.

Witnesses claimed to have seen all kinds of things. Some said Button circled the Maroon Bells and made an approach in Crawford.

Others said Button made an approach to the old STOLport runway in Avon, close to where Wal-Mart and Home Depot are now.

Domestic terrorist Timothy McVeigh was on trial while searchers scoured Gold Dust Peak for bits of Button. Some conspiracy theorists speculated that he was flying to the Front Range to shoot up the federal courthouse.

Others speculated that he was headed to Colorado Springs to drop his 500-pound bombs on Cheyenne Mountain, home of the North American Air Defense Command. Air Force spokespersons at the time smiled patiently and explained that because the facility is designed to withstand a nuclear blast, 500-pound bombs wouldn't make a dent in the door.

The fate of those four 500-pound bombs remains a mystery.

That same Air Force report — the one for which 200 people were interviewed — says 58 witnesses heard loud explosions in northern Arizona and near Telluride and Aspen,

indicating Button may have dropped them.

"There are some things we're never going to know," said Dan Smith of Vail Mountain Rescue.

'THERE IT IS'

After Button crashed on April 2, 1997, spring storms dropped about three feet of snow on Gold Dust Peak.

It was April 20, 1997 and pilot Dale Jensen of the Colorado National Guard's High Altitude Aviation Training Site was flying an OH-58 scout helicopter. He and Rich Rugg were taking one last pass over the area where Button's plane was believed to have crashed. After 20 days, the Air Force called off the search for a few weeks to wait for warmer weather and the snow to melt.

"It was going to be found," Jensen said.

As the sun was setting that day, right at the top of a cliff, Jensen and Rugg spotted metal pieces and parts. The closer they looked, the more they found. Several A-10 pilots were flown up there and they identified the wreckage. Air Force pararescue jumpers were scrambled out of Las Vegas.

They spent most of the summer cleaning up the mess, pulling bits of A-10 and ordnance off Gold Dust Peak one piece at a time. Local HAATS helicopter pilots each spent at least 700 hours cleaning up the mess.

"We used to joke that if we knew we'd have to spend our whole summer, seven days a week, we would never have found it," Jensen said, laughing.

Wreckage was scattered across an area roughly a quarter-mile square.

"Most of that quarter-mile was vertical, not horizontal," said Scott Sutton, of Vail Mountain Rescue.

Sutton flew 22 missions during the search. Some were a little hair-raising. HAATS Commander Gen. Joel Best tended to fly his helicopter like a surgical tool.

"Joel Best was hovering so close it looked like his blades would hit the mountainside," Sutton said.

Tomorrow: Cleaning up the crash site took all summer. The Air Force said it might have been unrequited love. Staff Writer Randy Wyrick can be reached at 970-748-2935 and rwyrick@vaildaily.com.

Chronology of Events – Lost A-10

·April 2 noon; A10 aircraft believed crashed.
·April 3 Search continues, broad search area selected.
·April 3 11:45 a.m. General public help sought for missing A10
·April 3 5:30 p.m. AF identifies missing pilot as Capt. Craig Button
·April 5 Search area shifts to Colorado
·April 7 Radar shows missing aircraft turned in air near Vail
·April 9 Search continues, heavy snow in area.
·April 20 Helicopter search crew finds possible wreckage of A10
·April 21 Photos released of possible crash site.

April 5, 1997 - Anonymous E-Mail reports Irregularities in A-10 Crash Near Phoenix

(From: Area 51 Research Center moderated by Glenn Campbell.)

On Wednesday, April 2nd, Davis-Monthan AFB in southern Arizona reported that one of its A-10 aircraft went down on a training mission, somewhere near Roosevelt Lake and the Superstition mountains in Arizona. DM AFB said that the plane was part of a flight of three and left its companions, last being sighted near the lake and Mountains. The mission was to the Goldwater gunnery range in south-central Arizona, near Gila Bend. (Note that the Roosevelt lake is far northeast of Gila Bend, which is a tad odd, but there are military flight paths that more or less circle most of Arizona to simulate long missions.)

The weather was bad, but search-and-rescue units were launched.(However, based on listening to the S&R units on the scanner, they were behaving--uh, differently--than they normally do, with far fewer units and much less civilian participation than normal. S&R has continued since Wednesday, but weather has remained pretty bad.) It came out on Friday that the A-10 had four 500lbs bombs on board. On Saturday, it was released that a 10-11 year old kid in Young, Arizona, who was a aircraft fanatic heard a plane fly over around noon Wednesday and positively ID'ed it as a A-10, due to the unmistakable twin rear engines. The military checked its radar tapes and found an unidentified radar track that matched the child's observation. Additionally, the observation was completely consistent with the location and speed of the aircraft if it had continued to fly instead of crashing. That track lead into southwestern Colorado before the craft disappeared from radar.

Commentary: Ordinarily, search-and-rescue teams find military aircraft that crash in these parts within a few hours, and there's participation of ALL the local news helicopters (sort of a contest to see who'll get footage first.) The newsies didn't get involved until very late on this one, and even then, it's been a remarkably limited participation. Also, the local media are really, really confused on this one; normally, a disappeared plane story is just a small item, but it's been increasing in coverage each day. The story the media has gotten from the AFB gets new information with each telling; even though the AFB knew that the plane was armed, it took two days to convey this. The TV news anchors themselves are openly commenting that the missing plane story is “bizarre.” One channel has already started to speculate that the plane might have been stolen. (From: Area 51 Research Center moderated by Glenn Campbell.

April 6, 1997 - Search expands for Air Force pilot, jet

Web posted at: 1:36 p.m. EDT (1736 GMT)

DAVISMONTHAN AFB, Arizona (CNN) The search for a missing Air Force pilot and his bombladen attack jet has expanded to an area about 200 miles (360 km) southwest of Denver, after new radar information revealed that the plane was last tracked in the region.

The radar information indicates that Capt. Craig David Button was heading northeast instead of to a training exercise southwest of Tucson, Arizona, when he disappeared in the $8.8 million A10 Thunderbolt.

Officials have been searching for him and the plane since Wednesday, but bad weather has hampered much of the investigation. The new search was launched near Telluride, Colorado. It was not immediately clear if Button ejected from the plane.
Air Force downplays chance that pilot stole jet

April 6, 1997 - 1:36 p.m. EDT- Davis Monthan AFB, AZ – A-10 Pilot Missing

The search area for the missing A-10 expands to an area about 200 miles southwest of Denver, after new radar information revealed that the plane was last tracked in that region. This new radar information indicates that Capt. Craig David Button was heading northeast after leaving his base instead of heading to a training exercise southwest of Tucson, Arizona, when he disappeared on April 2, 1997.

April 8, 1997 - Attack plane vanished nearly a week ago

Web posted at: 10:13 p.m. EDT (0213 GMT)

WASHINGTON (CNN) The mystery deepened Tuesday as Air Force search planes combed the Colorado Rockies for a missing A10 attack plane, which disappeared without a trace while on a training run nearly a week ago.

But while the Air Force has been exploring several possible theories about what happened to the plane, officials are downplaying speculation that the pilot, Capt. Craig Button, may have made off with the $9 million aircraft and the four 500pound bombs on board.

"Anything you can think of has probably been looked at. But the evidence so far doesn't indicate any of these wild hypotheses, like he was trying to steal it, or he went off to Telluride to go skiing." said Staff Sgt. Rian Clawson, a spokesman at Davis Monthan Air Force Base in Tucson, where Button's flight originated.

Air Force officials, however, say they are investigating Button's background. Telluride is a Colorado ski resort. Button is reputed to be an avid skier.

It's unlikely pilot ejected from aircraft

The plane disappeared last Wednesday during an exercise with two other A10s over a training range near Gila Bend, Arizona. The other pilots noticed Button's plane had left formation, but they were unable to establish radio contact with him.

The search shifted to the Colorado Rockies, because radar last tracked the plane to a rugged area near the town of Edwards with 12,000foot mountain peaks. Witnesses there also reported seeing a lowflying plane.

Button, who was alone in the jet, could have ejected from the aircraft. But Air Force officials consider that scenario unlikely, because ejection would have automatically triggered a homing beacon, and no beacon has been detected.

The jet itself also has a tracking device, but it was not turned on because the plane was flying in formation with other aircraft. An Air Force official said that was "normal procedure."

A U2 spy plane sent up to search for Button's plane could not find it. If the A10 did crash, recent snows may have buried the wreckage.

Plane may not turn up until snow melts

"There are cases where aircraft disappear in winter and then turn up sometime later after the snows have melted," said Pentagon spokesman Capt. Michael Doubleday. But he said the search for the plane would continue indefinitely.

"We never totally suspend looking for any kind of a missing aircraft until we have evidence of what might have occurred," Doubleday said.

Button's friends and relatives said they knew nothing suspicious about the recent behavior of the 32yearold pilot, a native of Massapequa, New York.

"He was AOK, stable, didn't seem to be under any stress," said Button's father, Richard, who trained pilots during World War II. He said his son has a passion for flying and dreamed of living a life like the pilots in the movie "Top Gun."

April 8, 1997 - The Air Force downplays chance that pilot stole jet

CNN reported today that the Air Force was combing the Colorado Rockies for the missing A-10 attack plane and officials are downplaying the idea that the pilot, Capt. Craig Button, or someone else may have stolen the A-10 to get the four 500-pound MK-82 bombs on board. "Anything you can think of has probably been looked at. But the evidence so far doesn't indicate any of these wild hypotheses, like he was trying to steal it, or he went off to Telluride to go skiing." said Staff Sgt. Rian Clawson, a spokesman at Davis-Monthan Air Force Base in Tucson, where Button's flight originated.

Air Force officials say they are investigating Button's background. The two other pilots in Button's formation noticed Button's plane had left the formation, but they were unable to establish radio contact with him. The search shifted to the Colorado Rockies, because radar last tracked the plane to a rugged area near the town of Edwards with 12,000-foot mountain peaks. Some witnesses reported seeing a low flying plane, but there was no source for this information.

Button could have ejected from the aircraft but this would have automatically triggered a homing beacon, and no beacon has been detected. The A-10 has a tracking device, but it was not turned on because the plane was flying in formation with two other aircraft, which was a normal procedure in formation flying. A U-2 spy plane sent up to search for Button's plane could not find it. If the A-10 did crash, recent snows may have buried the wreckage.

> "There are cases where aircraft disappear in winter and then turn up sometime later after the snows have melted," said Pentagon spokesman Capt. Michael Doubleday. But he said the search for the plane would continue indefinitely. "We never totally suspend looking for any kind of a missing aircraft until we have evidence of what might have occurred," Doubleday said.

Button's friends and relatives said they knew nothing suspicious about the recent behavior of the 32-year-old pilot, a native of Massapequa, New York. "He was A-OK, stable, didn't seem to be under any stress," said Richard - Button's father who trained pilots during World War II. He said his son has a passion for flying and dreamed of living a life like the pilots in the movie "Top Gun."

April 8, 1997 – B-2 Stealth Bombers Temporarily Stand Down

WHITEMAN AIR FORCE BASE, Mo. (AFNS) -- The 509th Bomb Wing commander has placed the unit's B-2s under a precautionary stand-down of routine training missions starting April 8, 1997. A concern regarding a shaft assembly between the engine and accessory drive is the cause of this action. Air Force engineers are working closely with the B-2's prime contractor, Northrop Grumman, and subcontractor to solve the shaft assembly concern. A precautionary stand-down is a temporary suspension of routine training missions when a safety or maintenance concern has been identified in one or more planes. This stand-down will continue until all aircraft have been inspected and cleared to resume flight training. (Courtesy of Air Combat Command News Service)

April 9, 1997 - The Deepening Mystery Of A Missing Air Force Jet -- Pilot, Plane Vanished Over Colorado Last Week

Apr 9, 1997 – Seattle Times

Martin Kasindorf, Andrew Smith, Martin C. Evans

Newsday

Capt. Craig David Button's fully armed attack jet peeled away from formation last week over the Arizona desert. That the Air Force knows for certain.

Officials believe his plane headed 800 miles northeast toward the mountains of Colorado. And they believe it made course corrections that no autopilot could make before it disappeared from radar.

Since Button disappeared last Wednesday during the training flight, answers about what happened have been as hard to find as his A-10 Thunderbolt. The Air Force fears it crashed into a mountain, but because no plane and no body have been found, officials continue to look into Button's background for any possible clues to the mystery.

"Whenever you have an aircraft disappear, in an effort to try to find it, you look at every single aspect of the flight, including the history of the pilot," said Capt. Andrew White, spokesman at Arizona's Davis-Monthan Air Force Base, command post for the search. "You don't leave any stone unturned." The investigation would include questions about Button's "flying performance" at Laughlin Air Force Base in Del Rio, Texas, White said.

Button, 32, had yearned to be a pilot ever since he was young, said his father, Richard Button of Massapequa, N.Y. Indeed, the elder Button recalled yesterday that his son was flying Piper Cubs and Cessnas before he had learned to drive a car.

He is holding out hope that his son ejected safely and has found shelter in the mountains. Rescuers concentrated their search near the 12,467-foot New York Mountain, about 20 miles southwest of Vail, Colo.

"We're going all out for him," said Air Force Capt. Leo Devine, a Pentagon spokesman.

"He knows how to survive," Richard Button said. "He not only has a survival kit, he's a strong, smart man. A live wire, wide awake."

Air Force officials remained baffled yesterday as to why Button's plane, armed with four bombs, veered off from a formation of A-10s heading to the Barry M. Goldwater bombing range near Gila Bend, Ariz., on a training mission.

Not far from the bombing range, Button's A-10, a type nicknamed the "Warthog" for its homely appearance, dropped out of the three-plane formation, the Pentagon said, executed a sharp turn and was *intermittently tracked* on radar headed northeast into Colorado - 775 miles off course at its last plotting.

A motorist on Interstate 70 near New York Mountain had reported seeing smoke coming from the slope last week. The location corresponds closely to the plane's last radar plotting.

An Air Force spokesman said the transponder on Button's plane was turned off - routine for a formation flight, where the lead plane's transponder would be on - not enabling Federal Aviation Administration and military radar to make a positive electronic identification by tail number.

Turning off the radar transponder would not have disabled any emergency beacons on the plane, said David North, editor in chief of Aviation Week & Space Technology.

Carrying four 500-pound Mark 82 bombs due to be dropped on training runs in the desert, Button's plane was traveling at 380 mph when it lost contact with its mates and wandered off.

North raised the possibility that Button went off course because of oxygen deprivation. If the squadron were flying above 15,000 feet, North said it is possible he suffered from the disorienting effects of the thin oxygen at high altitude.

The Air Force refused to say at what altitude Button was flying.

It also rejected speculation that Button was trying to steal the plane.

And his father also said that made no sense.

"It's a crazy idea because my son is a career man dedicated to the Air Force," said Button, a retired Air Force pilot who taught gunnery tactics during World War II, re-entered active dury during the Korean War and flew C-130 cargo planes from Saigon as the Tet Offensive raged farther north.

North said there wouldn't be much Button could do with a stolen A-10. The plane is slow, heavy, out of production and not used by any foreign air force.

Officials last week said the pilot could have become incapacitated and could have accidentally activated the plane's autopilot mechanism, but the plane made course corrections not possible if it were on autopilot, White said. He also could have ejected, but no parachute was seen by his wingmates and none has been found by rescuers.

Button became an officer through the Air Force Reserve Officer Training Corps while he attended the New York Institute of Technology on Long Island. He earned a bachelor's degree in mechanical engineering, graduating in 1990.

His Air Force career was a typical one, said Capt. Tara Daniels, a spokeswoman at Laughlin, where Button was based for most of six years in the force.

He earned several decorations, all typical for someone with his length of service, Daniels said.

April 9, 1997 – List of Aircraft involved in A-10 Search

DAVIS-MONTHAN AIR FORCE BASE, Ariz. (AFNS) -- The Air Force continues its search for a missing A-10 aircraft. Capt. Craig Button, a student pilot, disappeared in an A-10 attack plane around noon April 2 while on a routine training mission. The plane, assigned to the 357th Fighter Squadron, was on a three-ship mission near the Barry Goldwater training range, west of Tucson, Ariz. It was last seen at 11:58 a.m. by another flight member, but didn't respond to a radio call about a minute later, said Col. Barry Barksdale, 355th Wing commander.

The search has expanded from Arizona to Colorado in an area north of Telluride, and extended to a location 15 miles southwest of Vail, Colorado. The search area is based on data from military and Federal Aviation Administration radar, eyewitness sightings and public response to a special hot line. The latest aircraft to join the search is a U-2 high-altitude reconnaissance plane from the 9th Reconnaissance Wing, Beale Air Force Base, California. Other aircraft and organizations taking part in the search include:

The Air Force Rescue Coordination Center at Langley AFB, Va., is directing the search effort. (Courtesy of Air Combat Command News Service)

1. U2 spy plane from 9th reconnaissance Wing, Beale AFB CA
2. Civil Air Patrol units from Colorado and Arizona
3. The Arizona Army National Guard, 1st Battalion, 258th Aviation, flying OH-58 helicopters
4. The 162nd Fighter Wing Air National Guard from Tucson, flying a C-26 twin-engine, turbo prop aircraft
5. An EC-130 Airborne Battlefield Command and Control Center aircraft from the 42nd Air Combat Control Squadron at Davis-Monthan has been participating to help ensure the safety of the aircraft conducting the search
6. The 305th Rescue Squadron at Davis-Monthan flying H-60 helicopters
7. The Maricopa County sheriffs office flying OH-6A helicopters and
8. A McDonnell Douglas 369D helicopter

April 11, 1997 - Radar reports, sightings plot path of missing A10

Air Force suspects jet not on autopilot

Web posted at: 8:16 p.m. EDT (0016 GMT)

WASHINGTON (CNN) Missing Air Force Capt. Craig Button was flying the third of three A10s on April 2 as the formation approached a practice range on what the Air Force says was a routine airtoground gunnery mission.

Button and the second A10 Thunderbolt dropped 6,000 feet behind the lead jet as they neared the Gila Bend target range in a remote area south of Phoenix and west of Tucson, Maj. Gen. Donald Peterson said at a news conference Friday.

The officer said the "separation" between the jets is standard procedure. But while the second jet

followed the leader into the range, Button apparently did not, and he has not been heard from since.

His A10 fighter followed a path that took him in a northeasterly direction out of Arizona, through a corner of New Mexico and into Colorado.

Peterson said Button, whose jet was based at DavisMonthan Air Force Base in Arizona, was spotted a number of times by observers on the ground. One person who saw him was an unidentified pilot backpacking in mountains near Aspen.

Air Force believes A10 was flown manually

The pilot told the Air Force that Button flew through a "sucker hole," a pocket of clear sky in what was otherwise a heavy overcast.

It was the A10's ability to find the hole, and its frequent change of direction during that period, that has persuaded the Air Force that Button was flying the plane manually rather than relying on automaticpilot.

The A10 also was tracked by radar in Phoenix, Albuquerque and Denver. Because the A10's transponder was turned off, however, the plane could not be identified at the time. It was only after studying radar tapes later that authorities were able to track Button's flight.

The search, which has been hampered by overcast skies, high winds, snow drifts up to 6 feet deep and continued snowfall, is concentrated in a remote section of Eagle County, Colorado, 12 to 15 miles from Vail.

Peterson said authorities believe the A10 had no more than 2 minutes to 5 minutes of fuel left, and the jet is believed to have crashed near New York Mountain and Craig Peak.

Observers reported hearing explosions and seeing smoke, but no wreckage has been found. Peterson said the Air Force believed that the 500pound bombs attached to the plane were not activated, and would have remained intact if it crashed.

It may or may not be a coincidence that Button's first name is Craig, and that his family is reportedly from New York.

TIMELINE OF CRAIG BUTTON LOST AIRCRAFT – According to Air force

11:58 a.m.: east of Tucson ·
12:10 p.m.: west of Apache Junction, Arizona ·1
2:11 p.m.: several miles south of Lake Roosevelt ·
12:29 p.m.: north of Lake Roosevelt ·
12:43 p.m.: approaching New Mexico ·
12:58 p.m.: just inside Colorado ·
1 p.m.: near Telluride ·
1:08 p.m.: near Montrose ·
1:22 p.m.: Button begins a zigzag pattern with this sighting between Grand Junction and Aspen
1:27 p.m.: bearing to the northeast, Button is now north of Aspen ·
1:30 p.m.: Button is due south of his last position ·
1:33 p.m.: the A10 is southeast of the last sighting ·
1:35 p.m.: north by northeast of its previous sighting, the A10 is between Aspen and Grand Junction again. ·
1:37 p.m.: Button is heading northeast again ·
1:40 p.m.: In the last reported sighting, Button is northeast of Aspen, near Craig's Peak and New York Mountain.

April 11, 1997 - Air Force theory: Missing pilot intentionally flew off course

Web posted at: 8:45 a.m. EST

From Military Affairs Correspondent Jamie McIntyre

WASHINGTON (CNN) Air Force investigators are now operating under the theory that a missing fighter pilot deliberately flew his plane off course, senior Air Force officials told CNN.

Capt. Craig Button, 32, disappeared April 2 about 90 minutes after takeoff while flying in a threeplane formation across southern Arizona. Button and his A10 Thunderbolt were last spotted on radar near Colorado's New York Mountain, about 100 miles west of Denver.

Radar records indicate the attack jet flew on a straight path for 800 miles, then changed course near Vail, Colorado.

"I find it inconceivable that he could have been incapacitated and flown his plane along a straight line as long as he did," a top Air Force official told CNN Thursday.

According to officials, Button apparently was distraught after a recent visit by his parents.

Investigators are looking at several theories, including one that Button, described as a "gungho fighter pilot," may have committed suicide by flying his plane into the side of a mountain.

Investigators are also considering that Button might have jettisoned the A10's four 500pound bombs, which could explain witness descriptions of smoke seen on a mountainside.

Officials also said they are convinced they will find the plane crashed, with Button's body still in the cockpit.

High winds, low clouds and the prospect of more snow have hampered the search around New York Mountain. On Thursday, the wintry weather forced officials to temporarily call off the search.

Maj. Frank Gose, a Civil Air Patrol pilot, said that even if Button managed to survive a possible crash, staying alive in the snow and frigid temperatures would be a tough challenge.

April 11, 1997 - Air Force plots path of A-10, suspects jet not on auto-pilot

Capt. Craig Button was flying third in a three plane formation of A-10's as they approached a practice range on what would be Craig's first live air-to ground bombing training mission, ***when Button and "the second A-10 Thunderbolt dropped 6,000 feet behind the lead jet as they neared the Gila Bend target range in a remote area south of Phoenix and west of Tucson,"*** Maj. Gen. Donald Peterson said at a news conference today.

The officer said the "separation" between the jets is standard procedure. But while the second jet followed the leader into the range, Button apparently did not, and he has not been heard from since, although Peterson said Button was spotted a number of times by observers on the ground and reported that an ***unidentified*** backpacker who just happened to be a pilot, reported seeing an A-10 in mountains near Aspen, Colorado. This *unidentified* pilot told the Air Force that Button flew through a "sucker hole," a pocket of clear sky in what was otherwise a heavy overcast.

Based on this one unsubstantiated account, the Air Force believes that the A-10 was flown manually, yet the map that the Air Force made showing the course and times of the A-10 show only two major turns. The Air Forces own map – if accurate – looks to me like whoever was piloting the craft, thought they were heading for one direction, then turned back and looped around and smacked into a mountain (we assume).

The A-10 was tracked by radar in Phoenix, Albuquerque and Denver, but because the A-10's transponder was turned off the plane could not be identified at the time. This would seem to explain why it was only after studying radar tapes that the authorities were able to track Button's flight.

This also means that a military attack aircraft with four live bombs flew over three major Terminal control areas – with no flight plan filed and not one of these civilian ATC's ever challenged or inquired who this guy was? If there was a tape to review then we can only assume that there was a radar return to record…so how is it that, no one alerts the local ATC's to be on look out for a lost A-10? It just doesn't make any sense, unless the "authorities," already know what happened to Craig, or they have no idea what happened to Craig, but they *are* concerned by the loss of an 8 million dollar flying tank with 4 live bombs…and they need time to create a cover story.

Authorities say that the search has been hampered by overcast skies, high winds, snow drifts up to 6 feet deep and they believe that the A-10 crashed near New York Mountain and Craig Peak. It may or may not be a coincidence that Button's first name is Craig and that his family is from Massapequa, New York, but it sure will fit nicely into any cover up story that the military and government might want to put out.

Time will tell since the aircraft has not really been located yet and it will be interesting to see of the aircraft is actually found in the area they are speculating about. This struck me as being all too good. I can hear the government's finding already and the headline that goes along with it that the government will find the crash site on Craig's Peak – near New York Mountain and this was Craig Button's suicide letter to the world.

Observers reported hearing explosions and seeing smoke, but no wreckage has been found. Peterson said the Air Force believed that the 500-pound bombs attached to the plane were not activated, and would have remained intact if it crashed, but they offered no factual evidence to substantiate these statements, and they remain just that – government beliefs.

April 11, 1997 - U.S. Pilot probably conscious when he vanished

"I cannot say why he would have taken this action and unfortunately we may never know that answer," Maj. Gen. Donald Peterson told reporters. "We don't think the airplane was on the autopilot; he was probably flying it," Peterson said. "But what his intentions were we couldn't say." Peterson said he would not speculate when asked about suggestions the pilot might have crashed the plane, an A-10, to commit suicide. Another Air Force official, who spoke on condition of anonymity, said earlier there was no suicide note or other evidence that the pilot, Capt. Craig Button, 32, intended to kill himself when the plane vanished last week.

Then CNN quoted sources as saying Button appeared distraught after a recent meeting with his parents. It said his mother had joined the Jehovah's Witness religion. Yet this was a patently false statement, because Button's parents according to his sister became Jehovah Witnesses over 30 years prior to her brother's disappearance. "I wouldn't speculate on family affairs," Peterson said, but then again he doesn't have to say anything does he? Peterson also said today that the A-10 made at least half a dozen turns in the vicinity of the Aspen ski complex, and a backpacker said the plane came down through a hole in the clouds as if the pilot was looking for a landing spot. Yet this person was never identified and again the map the Air Force put out on the Flight path, shows only 2 real "turns," before impacting…The more the story was developing the more it was built on a house of cards, the question is how many people will buy it?

But after refusing to speculate on whether the pilot might have been trying to commit suicide, Peterson also refused to speculate on whether he was looking for a landing spot, saying "I don't know the situation," and adds that one of the best witness reports was by a group of cross-country skiers who heard a loud explosion and saw smoke south of the Vail ski resort, where the search was being concentrated, but Peterson admitted that they did not know precisely where the smoke was. Peterson said it was not clear from the skiers' description whether the explosion could have been the bombs going off or the plane crashing.

Peterson said the bombs were unlikely to have exploded unless the pilot deliberately armed them. Spotty radar tracks of the plane combined with accounts by witnesses, including a group of schoolchildren in central Arizona, enabled Air Force coordinators to plot the plane's course to Colorado, where vague and unconfirmed eyewitness reports appeared to confirm that the plane had crashed near Vail. When asked if there was any chance the pilot could still be alive, Peterson said, "Yes there is. We hope that's the case."

Air Force Theory - Pilot Intentionally Flew Off Course

CNN now reports that Air Force investigators are now operating under the theory that the missing fighter pilot deliberately flew his plane off course based on radar records that indicated that the attack jet flew on a straight path for 800 miles, then changed course near Vail, Colorado. "I find it inconceivable that he could have been incapacitated and flown his plane along a straight line as long as he did," said a top Air Force official.

Within a day of the latest news brief, the government had decided what the story was going to be. The first step in the cover-up is to plant wild rumors that keep the public in the dark about any details of what might have *really* happened to Craig.

Now in addition to the previous unsubstantiated claim that Button was distraught after a recent visit with his parents over religious matters, investigators now report that they are looking into several theories, including one that Button may have committed suicide by flying his plane into

the side of a mountain. They didn't mention the connection between Craig's Peak and New York Mountain – but you know that's coming soon.

Captain Button began the 82-day training program at Davis-Monthan Air Force Base near Tucson, Ariz., on Feb. 3. He was scheduled to complete the training this spring, and in June was due for an A-10 assignment at Spangdahlem Air Base in Germany. His family said he had been looking forward to Europe. Officials are also now *convinced* that Button might have jettisoned the A-10's four 500-pound bombs, which according to them would explain eyewitness descriptions of smoke seen on a mountainside near Vail.

Without any factual evidence to support their hypothesis "Officials," also now say that they are ***convinced*** they will find ***the plane crashed, into the side of a mountain - with Button's body still in the cockpit.*** Then officials announce that they are temporarily calling off the search of New York Mountain due to adverse weather conditions. Maj. Frank Gose, a Civil Air Patrol pilot, said that even if Button managed to survive a possible crash, staying alive in the snow and frigid temperatures for nearly 9 years would be nearly impossible.

Meanwhile, Button's parents confirmed told CNN that they visited their son Craig just days before his disappearance, but denied that he was distraught at the end of their visit, as an Air Force source had said earlier. This begs the question, why would an Air Force source make up such a comment about a fellow comrade, who might still be alive?

They probably didn't count on Craig's family to refute every theory that the government and military could think up. No matter how hard the military was trying to soil Craig's character and reputation, nothing could stick. Craig, by all appearances, family descriptions and other information that has been corroborated (and not supplied by the government,) was the quintessential all American young handsome, military professional in training. Button was just over halfway through the Air Force school at Davis-Monthan, where he was learning to fly the A-10 Thunderbolt.

"We are deeply grieved over the reports we have been hearing," the parents said in a statement sent to CNN. "We just came back from being with him for six days. We had a wonderful time together, and when we left, he was in good spirits."

This directly contradicts a "Senior Air Force official," who told CNN on Thursday, April 10, 1997, that Button was distraught after the visit by his parents and upset because his mother had recently undergone a religious conversion to become a Jehovah's Witness.

The official suggested that Button was under pressure from his parents because of their religious objections to war and service in the military.

Yet in the statement, handwritten by Button's father and signed by both parents, they said their religious conversion took place more than two decades ago. "My wife and I have been active in our Christian faith for more than 20 years, and our faith is a source of comfort and hope for us," the statement said.

Another statement, released by the public affairs arm of the Jehovah's Witnesses, said the group's beliefs “are neutral in military and political affairs. They do not oppose a government's right to engage in war, nor do they oppose or interfere with others' choice to serve in the military.” “There was no indication of any turmoil between the parents and their son,” the group's statement said. This is nothing more than U.S. Stamped Grade “B” – Bullshit.

April 11, 1997 - Spy satellites find 'infrared event' but no seismic readings

Air Force officials report that spy satellites have picked up evidence of what may have been an explosion. ***"Sensors indicate an infrared event at the time the aircraft (A-10) was in the area (of New York Mountain),"*** the official said, but refused to comment on whether this infrared event could have been A-10 plane crashing or the pilot dropping one of the 4 bombs.

How on earth did it take over 9 days for the air force to find this data? It's not like they had to wait for a film canister to drop from space and develop the film.

Yet if either of these scenarios are true, then why didn't any of the nearly 40 seismic sensors in the area register anything of the magnitude of a bomb exploding or a plane crashing? The official acknowledged that, "We are told a plane crash would have registered about 1.9 on the Richter scale," Campbell said.

A jet bomber like the A-10 would be significantly more destructive than a light Cessna too, so we should have had a huge seismic event register from multiple locations, but not one recorded any significant event. Amongst all the other conspiracy theories, this single fact is the most disturbing, because it would indicate a number of things.

If there was no seismic signature then if they suddenly find A-10 plane parts up there on the side of mountain, then we can be fairly certain that these have either been planted and in fact are not a part of the real lost A-10 or that the craft must have disintegrated or exploded or fell apart in mid air. Given the amount of time that has transpired since Craig was last seen, the government could have collected some A-10 debris, and dropped it off by helicopter by now, along with some pig parts if they didn't have the body of the pilot.

He said that suspending the search would not mean that the Air Force was "throwing in the towel and searches with sensors will continue," he said. Responding to a similar question in Washington, Joint Chiefs Chairman Gen. John Shalikashvili said, "We have not overlooked the idea that the plane might have landed somewhere… We have looked at a number of places where that could have happened, so far without any results."

Suspending the search would give a clandestine coverup team time to spread some debris. If an aircraft is not found soon, then people could get the wrong idea, that perhaps terrorists, UFO's or some other crazy thing has happened to Capt. Button. I am leaning to a UFO connection but how and why?

April 12, 1997 - Spy planes search for Air Force pilot

Web posted at: 6:19 p.m. EDT (2219 GMT)
Spy planes search for Air Force pilot
Parents say son wasn't distraught

EAGLE, Colorado (CNN) The Air Force's U2 spy planes have flown three search missions using a sensitive radar system in an effort to locate the A10 Thunderbolt that disappeared in the Rocky Mountains 10 days ago.

The technology is being used, authorities said, because it can see through snow, which fell heavily after the military realized that Air Force Capt. Craig Button was missing. The search has largely depended on visual surveillance of the area where his A10 may have crashed.

Lt. Gen. Frank Campbell said Saturday that since the Air Force began using the radar, the search has expanded from two areas to five, all in the vicinity of New York Mountain and Red and White mountains, about 15 miles from Vail, Colorado.

Asked if Button could have survived for so long in the heavy snow and cold in such terrain, Campbell replied, "I don't know."

But he added, "Many places, it's not as blanketed. Some areas there is deep snow, and in some areas it's not quite so deep. That's why we continue optical searches."

Asked if he was hopeful about the search, Campbell said, "Sure. We're getting a lot of information from imaging radar that's helping us to isolate areas. Success is taking this grid (the search area) and saying we've searched the squares thoroughly, and there's nothing there."

A spokesman for the Colorado Civil Air Patrol said that given the amount of snow that has fallen since the plane disappeared, "It could be months" before wreckage is found.

Parents say pilot 'in good spirits'

Meanwhile, Button's parents confirmed to CNN that they visited their son just before his disappearance, but denied that he was distraught at the end of their visit, as an Air Force source had said earlier.

Button was last seen April 2, just before he peeled away from a three plane formation on a training mission over Arizona. Sporadic radar tracking and visual sightings have centered the search on a mountainous area about 15 miles southwest of Vail, Colorado.

Button was just over halfway through the Air Force school, where he was learning to fly the A10 Thunderbolt. The jet, loaded with four 500pound bombs, was on its way to a bombing range when it disappeared.

"We are deeply grieved over the reports we have been hearing," the parents said in a statement sent to CNN. "We just came back from being with him for six days. We had a wonderful time together, and when we left, he was in good spirits."

A senior Air Force official told CNN Thursday that Button was distraught after the visit by his parents, and upset because his mother had recently undergone a religious conversion to become a Jehovah's Witness. The official suggested that Button was under pressure from his parents because of their religious objections to war and service in the military.

In the statement, handwritten by Button's father and signed by both parents, they said their religious conversion took place more than two decades ago.

"My wife and I have been active in our Christian faith for more than 20 years, and our faith is a source of comfort and hope for us," the statement said.

Another statement, released by the public affairs arm of the Jehovah's Witnesses, said the group's beliefs "are neutral in military and political affairs. They do not oppose a government's right to engage in war, nor do they oppose or interfere with others' choice to serve in the military."

"There was no indication of any turmoil between the parents and their son," the group's statement said.

Weather a problem again

Conventional search methods were hampered again Saturday by poor weather, but there was hope that an experimental radar carried by two U2 spy planes might be able to see parts of the plane through the low clouds and deep snow that has shrouded the mountains.

Another six military helicopters flew into the Eagle Airport Saturday to join the 10 already there for the aerial search, but low clouds covered the tops of New York Mountain and the Red and White mountains, where the search has been concentrated in recent days.

If the plane, or a piece of it, is seen, then a military ground team would go in first to assess the dangers of a snow avalanche or an explosion before others would be sent in, Campbell said.

April 13, 1997 - Family, friends baffled by pilot's disappearance

Web posted at: 1:46 p.m. EDT (1746 GMT)

Latest developments:
· Weather improves at search site
· Pilot's behavior 'impeccable'
· Related stories and sites

BRACKETTVILLE, Texas (CNN) As air crews searched a Colorado mountainside for a bombcarrying warplane and its pilot, family members and friends worked to cope with the mysterious disappearance of Capt. Craig Button.

Ben and Rozetta Pingenot, who recently rented a home to Button in Bracketville, Texas, described the pilot as an "all American boy" who loved flying, looked forward to the future, and got along well with his parents.

"The one thing that made him different was his love of flying," Ben Pingenot said. "He liked everything about aviation, especially military aviation. That was his passion."

"I just thought of him as an all American boy."

The Pingenots said they received a letter from Button on April 2 the day he disappeared that indicated everything was fine.

"Flying is going well," Button wrote. "I love the A10. Most everything we do is low level. I'll be dropping live bombs this week. The gun is a blast."

Button and his A10 Thunderbolt disappeared 11 days ago while on a training run. Button broke away from a three plane formation during a flight exercise over Arizona. The plane dropped off radar in Colorado, and the Air Force suspects the A10 ran out of fuel.

Weather improves at search site

Air Force officials have said they have no idea why Button, a highly regarded pilot, would have flown off course. Speculation as to why he peeled away from the formation ranges from suicide to theft.

Air Force investigators told CNN Sunday they are reinterviewing people who earlier reported seeing what may have been the plane in the last minutes before it disappeared.

Better weather Sunday offered searchers a chance to get a closer look at the mountains where it's suspected Button's plane may have crashed. The search includes helicopters and planes from the National Guard and Civil Air Patrol.

The search commander, Lt. Gen. Frank Campbell, said he was still not ready to send ground teams up the mountainsides to look under the snow to check "blobs" that have been detected by

snowpenetrating radar carried by U2 spy planes.

A senior Air Force official, speaking on condition of anonymity, told CNN last week that Button, a Mormon, was distraught after a recent visit by his parents to Tucson, Arizona, where he was learning to fly the A10. The official suggested Button was upset because of pressure from his mother, a Jehovah's Witness, for being in the military.

Pilot's behavior 'impeccable'

Campbell, however, said Sunday that there was "nothing there to suggest anything out of the ordinary" in Button's demeanor. Campbell said Button's behavior was "impeccable."

In the letter to the Pingenots, Button made no mention of any problems with his parents.

"My folks were down for a week just recently," Button wrote. "I took them to the Grand Canyon. Would you believe they had never been there before?"

The Pingenots described Button as having a solid relationship with his parents. However, in a conversation earlier this year with Button, they said, he indicated Jehovah's Witnesses have a problem with military personnel.

"They don't like what I do for a living," the Pingenots quoted him as saying. Button apparently made his comments after they had asked if he was a Jehovah's Witness.

A handwritten statement from Button's parents, Richard and Joan Button of Massapequa, New York, disputed the suggestion that their son was distraught about their religious beliefs and their visit.

"We are deeply grieved over the reports we have been hearing," the parents' statement said. "We just came back from being with him for six days. We had a wonderful time together, and when we left, he was in good spirits."

The Jehovah's Witnesses released a statement to CNN that said their beliefs "are neutral in military and political affairs. They do not oppose a government's right to engage in war, nor do they oppose or interfere with others' choice to serve in the military."
Ground search turns up no signs of missing Air Force jet

April 13, 1997 - Disappearance of Capt. Craig Button baffles family, friends

Web posted at: 9:34 p.m. EDT (0134 GMT)

EAGLE, Colorado (CNN) Search teams from the Air Force and National Guard went into the rugged Colorado mountains Sunday afternoon but found no signs of a warplane that's been missing for 11 days.

Aerial reconnaissance missions, with a mountaineering expert on board, turned up six "suspicious" sites where the plane's wreckage might be located, said Air Force Lt. Gen. Frank Campbell.

But ground crews flown to two of those sites by helicopters found no traces of the plane after searching with metal detectors.

A third site was partially investigated, again with no trace of the plane. Campbell said searchers would return to that site a bowl covered with up to eight feet of snow Monday morning after assessing the possible avalanche risk.

The Air Force A10 Thunderbolt jet and its pilot, Capt. Craig Button, mysteriously disappeared April 2 while on a training run over Arizona.

Button broke away from a three plane formation. The plane dropped off radar near Eagle, and the Air Force suspects the A10 may have run out of fuel and crashed.

Landord: Button an 'all American boy'

As the search continued in Colorado, Button's family members and friends worked to cope with his mysterious disappearance.

Ben and Rozetta Pingenot, who recently rented a home to Button in Bracketville, Texas, described the pilot as man who loved flying, looked forward to the future and got along well with his parents.

"The one thing that made him different was his love of flying," Ben Pingenot said. "He liked everything about aviation, especially military aviation. That was his passion."

"I just thought of him as an all American boy."

The Pingenots said they received a letter from Button on the day he disappeared that indicated everything was fine.

"Flying is going well," Button wrote. "I love the A10. Most everything we do is low level. I'll be dropping live bombs this week. The gun is a blast."

Speculation ranges from suicide to theft

Air Force officials have said they have no idea why Button, a highly regarded pilot, would have

flown off course. Speculation as to why he peeled away from the formation ranges from suicide to theft.

Air Force investigators told CNN Sunday they are reinterviewing people who earlier reported seeing what may have been the plane in the last minutes before it disappeared.

Better weather Sunday offered searchers a chance to get a closer look at the mountains. A U2 spy plane used for hightech imaging of the area on Saturday was diverted to North Dakota to take pictures of flooding there, Campbell said. Another U2 flight was scheduled for Monday.

A senior Air Force official, speaking on condition of anonymity, told CNN last week that Button, a Mormon, was distraught after a recent visit by his parents to Tucson, Arizona, where he was learning to fly the A10. The official suggested Button was upset because of pressure from his mother, a Jehovah's Witness, for being in the military.

Campbell said Sunday, however, that there was "nothing there to suggest anything out of the ordinary" in Button's demeanor. Campbell said Button's behavior was "impeccable."

In the letter to the Pingenots, Button made no mention of any problems with his parents.

"My folks were down for a week just recently," Button wrote. "I took them to the Grand Canyon. Would you believe they had never been there before?"

The Pingenots described Button as having a solid relationship with his parents. However, in a conversation earlier this year with Button, they said, he indicated Jehovah's Witnesses have a problem with military personnel.

"They don't like what I do for a living," the Pingenots quoted him as saying. Button apparently made his comments after they had asked if he was a Jehovah's Witness.

Parents: Button was not distraught

A handwritten statement from Button's parents, Richard and Joan Button of Massapequa, New York, disputed the suggestion that their son was distraught about their religious beliefs and their visit.

"We are deeply grieved over the reports we have been hearing," the parents' statement said. "We just came back from being with him for six days. We had a wonderful time together, and when we left, he was in good spirits."

The Jehovah's Witnesses released a statement to CNN that said their beliefs "are neutral in military and political affairs. They do not oppose a government's right to engage in war, nor do they oppose or interfere with others' choice to serve in the military."

April 13, 1997 - Family and Friends of Craig Button are Baffled

Luckily the press wasn't entirely asleep and other reports with real people and real names and addresses (not just "undisclosed," Pentagon informants) came forward to give their account of Craig Button's condition prior to his disappearance. Ben and Rozetta Pingenot, who recently rented a home to Button in Bracketville, Texas, described the pilot as an "All-American boy" who loved flying, looked forward to the future, and got along well with his parents. "The one thing that made him different was his love of flying," Ben Pingenot said. "He liked everything about aviation, especially military aviation. That was his passion. I just thought of him as an All-American boy."

The Pingenots said they received a letter from Button on April 2, 1997 (the day he disappeared) -- that indicated everything was fine. "Flying is going well," Button wrote. "I love the A-10. Most everything we do is low level. I'll be dropping live bombs this week. The gun is a blast. My folks were down for a week just recently, and I took them to the Grand Canyon. Would you believe they had never been there before?" In the letter to the Pingenots, Button made no mention of any problems with his parents, which directly contradicts previous reports from unnamed Pentagon officials.

Realizing that this tactic was not going work against the friends and family of Craig Button, the military softens its bite a little and says that there was "nothing there to suggest anything out of the ordinary," in Button's demeanor. After the family and friends fought back with their take on the situation, an Air Force Official later said that Button's behavior was "impeccable." The Pingenots described Button as having a solid relationship with his parents, but that in a conversation earlier this year with Button, they said, he indicated Jehovah's Witnesses have a problem with military personnel. "They don't like what I do for a living," the Pingenots quoted him as saying. Button apparently made his comments after the Pingenots had asked if he was a Jehovah's Witness.

Air Force officials are now saying that after extensive interviews with over 200 people, they have uncovered "no evidence that will help us recover the pilot or the plane." Refuting earlier unsubstantiated media reports, (and some "anonymous" Air Force ones) the Air Force official went on to say that the interviews found nothing "derogatory" about Button's character. So on one hand, the Pentagon and anonymous people within the Pentagon have been releasing stories that smear Craig Button while officially saying he had an, "impeccable," record – so which is it? "There is no evidence that he is anything but a model U.S. Air Force officer," Air Force Spokesman Campbell said. The Air Force now reports that Button made many cross-country flying trips during his training and they may have involved stops in Colorado where Craig's brother lives in Denver. So now we are to believe that Capt Craig Button stole an eight million dollar jet so he could go skiing with his brother in Denver?

April 14, 1997 – Search Efforts Resumed, father says son was Not Suicidal

In an interview from New York's Long Island, Button's father was quoted on CNN as saying his son was not suicidal and was “an honest and devoted” flyer. Search efforts resumed Monday in the mountains of central Colorado for any sign of the plane, while rescue workers using radar images and photos taken by U-2 and SR-71 Blackbird reconnaissance aircraft tried to narrow the search area.

April 14, 1997 - Powerful SR71 spy plane joins search for pilot

Web posted at: 1:48 p.m. EDT (1748 GMT)

EAGLE, Colorado (CNN) The search for a missing Air Force pilot and his warplane intensified Monday as crews scoured the rugged Colorado mountains aided by a powerful SR71 reconnaissance craft that flew overhead.

Search teams were focusing on five snowcovered sites because they contain "irregular shapes that are not normal in nature," said Lt. Gen. Frank Campbell during a morning news conference.

Ground crews planned to go to two of the sites Monday ahead of harsh winterlike weather forecast for later in the day. Campbell said the other sites were not accessible due to possible avalanches. Capt. Craig Button and his A10 Thunderbolt have been missing since April 2 when Button mysteriously disappeared on a training run over Arizona. The plane dropped off radar near Eagle, Colorado, and the Air Force suspects the A10 may have run out of fuel and crashed.

Asked how long the search might take, Campbell said, "We will not quit."

'Model' officer

Campbell said extensive interviews with 200 people have uncovered "no evidence that will help us recover the pilot or the plane." Refuting media reports, Campbell also said the interviews found nothing "derogatory" about Button's character.

"There is no evidence that he is anything but a model U.S. Air Force officer," Campbell said. Speculation as to why Button peeled away from a three plane formation has ranged from suicide to theft.

Monday's search was to focus on an area of the White River National Forest southwest of Vail, Colorado, where roads are few and far between. The SR71 Blackbird, equipped with high powered radar, was expected to make two passes over the region.

A fiveman ground crew used metal detectors and mountain gear to slosh through up to 12 feet of snow Sunday.

Three sites were searched because U2 radar photos identified two as possible crash sites and a hiker with a metal detector got a reading on a third object. Two sites were eliminated. One site was just heavy snow, the other appeared to be old mining equipment.

Campbell urged the public to contact officials if they find anything suspicious in the region. "We ask them to please note the location and let us go in," he said.

April 15, 1997 – NORAD and other Key U.S. Military Bases on High Security Alert

Right in the middle of all this commotion with lost pilots, mysterious plane crashes, UFO encounters and suicidal cults bent on rendezvous with UFO's traveling behind Comet Hale-Bopp, the Pentagon issued orders to tighten security at NORAD in Colorado and canceled all public tours of the facility. On the face of it, the decision came just days before the second anniversary of the Oklahoma City bombing, prompting a common belief that this was done to secure NORAD against an "American Terrorist," threat. Yet if this was true then why didn't a spokeswoman for NORAD and U.S. Space Command in Colorado decline to say what the security precautions were for? Why not just use the cover story of the Bombings Trial as an excuse? Why decline to say what the additional security measures were for?

I find it highly dubious to think that the headquarters of the world's most advanced space monitoring station and headquarters – buried deep inside a bunker that could withstand a direct hit from a nuclear device, would be much worried about a Timothy McVeigh style attack. I could understand the additional barriers to prevent suicide attacks, but to cancel tours? The only reason to cancel the torus would be if they didn't want civilians to see what they are actually monitoring or dealing with. I just don't see a terrorist or anyone else for that matter, deciding to attack one of the most heavily defended targets on the planet. A Pentagon official said only that "information of possible security concerns," had been received and resulted in the crackdown at Cheyenne Mountain headquarters of NORAD.

"The Air Force has heightened security at the Cheyenne Mountain Air Station after receiving information of possible security concerns," Air Force Lt. Col. Quennie Byars, a Defense Department spokeswoman, said in response to questions. "Although one of the most secure installations in the nation, due to this information additional security measures are deemed prudent," Byars said. Other defense officials, who asked not to be identified, suggested the security threat might not be part of any larger threat against U.S. military bases but they refused to be more specific.

What on earth did this mean? These are quotes from major news agencies of various defense department officials who are all dancing around this subject like it was the plague. Why would a security threat single out NORAD? Since the Cold War days in the 50's and 60's, NORAD has served as America's HQ for satellite and missile defense and today is the HQ for SPACECOM, and is also America's first line of detection and early warning for any space based threats, i.e. – Unidentified Space Objects or UFO's. If the government were truly concerned about a UFO threat or frist strike, then only a handful of command centers would need to be taken out. NORAD would be #1 on a very short list.

Is this what the unidentified defense officials were trying to hint at – off the record? Then back in Colorado on Cheyenne Mountain, NORAD spokeswoman Franki Webster declined to say whether the security concerns were specifically related to the April 19 anniversaries of the Oklahoma City bombing and the 1993 siege at Waco, Texas. The Oklahoma City bombing trial of Timothy McVeigh was under way in Denver where security was extremely high. Before the trial began on March 31, 1997 concrete barricades were erected around the complex that houses the Denver federal courthouse and the adjacent federal office building.

So if the additional measures were in reaction to the trial of the alleged Oklahoma City

Bomber Timothy McVeigh, why wait until two weeks *after* the trial began to begin beefing up security? The security measure was announced on April 15, 1997, just days prior to the April 19 anniversaries, with "additional security measures are being considered and may be implemented as the situation requires," Byars said. "We regret any inconvenience the additional security measures may cause the public and those who work at Cheyenne Mountain." The Pentagon said that non-restricted areas of the mountain facility would be re-opened at a later unannounced date. Clearly whatever was going on was hot enough to keep everyone out of the non-restricted areas.

Could it be possible that the highest authorities in America responsible for the security of our space were aware of a very real or perceived threat to national security from the wave of UFO activity that had been occurring during the previous weeks, months and years leading up to the spring of 1997? Could it be possible that Pentagon Officials were concerned that the four missing 500lbs bombs of Craig Button's A-10 were stolen and could be used against them? But why use those bombs against NORAD? Assuming that the bombs were stolen – a theory which has been downplayed, but not yet entirely discounted, and originally brought up by the military themselves, why wouldn't a terrorist just drive a truck into Denver and blow up the courthouse?

Certainly an attack like that would have been much more spectacular, cause far more damage and be far more difficult to stop than a similar attack against a facility like NORAD which was hardened to withstand a direct nuclear bomb attack. Four 500lbs bombs could make a pretty big crater, but wouldn't threaten a facility like NORAD. Such a threat would not hinder public tours of non-restricted areas deep in the mountain either.

So when I analyzed the stories coming out about all this stuff I could only surmise that the fear had to be that the threat was more dangerous than from an Lost A-10 airplane, even completely loaded out with Bunker busting bombs, which the lost A-10 was not outfitted with – but what if the real threat was from Space?

That would make more sense as a foreign threat would normally take out the enemies command and control facilities first, and NORAD is just that. The threat was nor from "domestic terrorists," it was from "space," and it seemed that it must be related to the UFO's which had been infiltrating the globe throughout the spring of 1997.

If the threat was space based, then this would explain the deep throat defense official that stated that the threat was only to U.S. Space Command (at NORAD) and not to other military facilities. If an actual threat from space did exist, then it would be assumed that the first targets of an aggressor force would be U.S. SPACOM at NORAD, and NAVSPUR in Dahlgren, VA. Once those targets were neutralized then the East and West Coast naval bases. The next target would be the U.S. Atlantic Fleet Command in Norfolk, VA where the NATO ATLANTIC HQ is also and then all the facilities in San Diego, thus rendering our fleets without a home port for both oceans. Since daily public tours of those facilities are not well known or publicized, I wonder if these facilities had lockdowns' as well.

April 15, 1997 - Air Force says missing pilot may be alive

Web posted at: 3:30 a.m. EDT (0730 GMT)

EAGLE, Colorado (CNN) Searchers on the ground Monday came up emptyhanded in their attempt to find clues to the disappearance of Air Force Capt. Craig Button and his A10 Thunderbolt.

Still, the military says there may be a slim chance Capt. Craig Button is alive, nearly two weeks after his plane vanished.

"We think he was with the aircraft," said Col. Denver Pletcher. "We're hoping he's still with it and alive."

But after more than 200 flights over the snowcovered peaks and wooded valleys of the 12,500foot New York Mountain area, there is no sign of the $9 million warplane, the four bombs it was carrying or its pilot.

Another possible crash site will be looked at Tuesday after prospector's equipment detected "things like aluminum and iron," officials said.

Two Army UH60L Blackhawk helicopters especially suited for high altitude work have joined the search, ferrying ground search teams to the rugged terrain on New York Mountain.

"It's a very rough area, lots of peaks, lots of deep valleys," said Dick Dixon, owner of Dixon's Outfitters in nearby Avon. "The eastern portion, because of avalanche danger and steepness, is very difficult."

Also joining the search was an SR71 Blackbird, a spy plane with highly sensitive radar that can fly high enough to see the curvature of the Earth.

Pilot's actions a mystery

The Air Force plane vanished from radar during a routine training mission in Arizona 13 days ago. It's believed the attack aircraft nicknamed the "Warthog" either crashed or landed in a mountainous area about 15 miles southwest of Vail.

Radar data and witness accounts indicate Button broke away from his formation and flew to Colorado about 800 miles off course and Air Force officials said they don't know why.

The Air Force has said Button made many crosscountry flying trips during his training and they may have involved stops in Colorado; he has a brother in Denver.

Military investigators also have been looking into Button's background in hopes of finding an explanation. The probe includes the Air Force's Office of Special Investigations, which typically

handles criminal matters such as fraud and counterintelligence.

No "derogatory evidence" into Button's past has been found, officials said.

Sheer cliffs and dangerous conditions are limiting search efforts. Some areas may not be accessible for a ground search "until the snow melts" because of the dangerous terrain and threat of avalanche, Lt. Gen. Frank Campbell said. The avalanche threat increases with the temperature, which is rising in the search area.

When asked what he expected to find during the search flights, Pletcher said, "you're basically not looking for an airplane. You're looking for a junk yard."

April 15, 1997 - Search for missing pilot pursued in Rockies

Web posted at: 7:51 p.m. EDT (2351 GMT)

EAGLE, Colorado (CNN) Ground crews using metal detectors in the Rocky Mountains failed to detect anything of interest Tuesday in the search for U.S. Air Force Capt. Craig Button and his A10 Thunderbolt, officials said.

Button, 32, and his plane vanished from radar screens during a routine training flight in Arizona on April 2. It is believed the plane crashed or landed in a mountainous area about 15 miles southwest of Vail.

The military remains convinced it is searching the right area "because of all the data we have at this point," Air Force Col. Denver Pletcher said. Investigators were analyzing dozens of satellite and radar images and intelligence information. The search is costing about $50,000 a day, or about $740,000 so far, Pletcher said.

April 17, 1997 - Search for A10 pilot to begin one last round

Web posted at: 9:20 p.m. EDT (0120 GMT)

·10 planes added to intensify search
·Spy satellites find 'infrared event'
·SR71 eliminates 14 sites, adds 2

EAGLE, Colorado (CNN) Searchers are to begin another series of flights Friday that will be the most intensive yet in their efforts to locate a missing A10 Thunderbolt.

If their efforts are unsuccessful, most elements of the search will be suspended.

Lt. Gen. Frank Campbell said at a news conference Thursday that 10 more planes have been added to assist the Civil Air Patrol. The search will again concentrate on a 5mile ring around New York Mountain, midway between Eagle and Vail, Colorado.

"We're going to hit the (search) grids hard and bring detection up, systematically searching outward," Campbell said. "If, within five days, we do not find anything, we will have searched thoroughly, and we will consult with our superiors and suspend the search."

The jet, flown by Capt. Craig Button and carrying four 500pound bombs, veered off April 2 from a training mission in Arizona and was tracked by radar and visual sightings to the vicinity of New York Mountain.

The jet is believed to have crashed, and residents have reported hearing loud explosions and seeing heavy smoke.

Spy satellites find 'infrared event'

Campbell said Thursday that spy satellites have picked up evidence of what may have been an explosion.

"Sensors indicate an infrared event at the time the aircraft was in the (search) area," he said. He would not comment, however, on whether it could have been the plane crashing or the pilot dropping a bomb.

Further confusing the issue is that while there are 40 seismic sensors in the area, none of them has registered anything of the magnitude of a bomb exploding or a plane crashing.

"We are told a plane crash would have registered about 1.9 on the Richter scale," Campbell said.

He said that suspending the search would not mean that the Air Force was "throwing in the towel."

"Searches with sensors will continue," he said. "We would suspend the search until the conditions change."

Heavy snow fell for several days after the plane is believed to have crashed, limiting the ability of those making visual searches. Civil Air Patrol officials have said previously that given the deep snow, it could take months before the plane is found.

SR71 eliminates 14 sites, adds 2

Using an SR71 spy plane, which has radar capable of penetrating snow, has enabled the searchers to eliminate 14 possible crash sites and add two new ones.

Most of the 362 search flights have been flown by Civil Air Patrol planes making lowaltitude visual searches. The search has logged 600 hours of flight time and has included flights by some of the Air Force's most sophisticated spy planes. The cost of the search is estimated at $700,000.

Col. Denver Pletcher of the Colorado Civil Air Patrol admitted that it is possible that the plane could be somewhere else entirely. "But we do believe we are in the right place and doing the right thing," he said.

Responding to a similar question in Washington, Joint Chiefs Chairman Gen. John Shalikashvili said, "We have not overlooked the idea that the plane might have landed somewhere. ... We have looked at a number of places where that could have happened, so far without any results."

Asked what he would say to Button's parents, if the search is called off without finding the pilot, Campbell replied, "What we've been saying to them all along. That we're most concerned for the welfare of their son, and we are searching to the utmost of our ability."

April 17, 1997 - Another A-10 Crashes at Moody AFB in Georgia

April 17, 1997 - Did NORAD go to DEFCON IV Because Of UFO's?

I didn't have to wait long for someone else to come to this same conclusion as well, as I found another person who made this comment on a UFO website:

In Reply to: UFO'S and NORAD Alert! Posted by Kat Fritch on April 26, 1997:

Please for those of you who are interested in UFO's and military response. Visit the PUFORI Web site. Read the news articles posted for April. There is a posted news article concerning the appearance of UFO's over Alaska, Vancouver B.C., California, Arizona, and Colorado on I believe 4/17/97. These craft were huge and the military went to a DEFCON 4 alert over it. It didn't take long for the military to realize their error in keeping with the cover story about increased security being due to concerns over the anniversary of the Oklahoma City Bombing and trial of Timothy Macveigh. Two days after the announcement of the increased NORAD security measures, the "Official," story was released…

April 17, 1997 – Did NORAD and other Military Bases Go on Alert for Waco Anniversary?

Then on April 17, 1997 – two days after the NORAD alerts, Army General John Shalikashvili told reporters, "We will remind all commanders of the upcoming anniversary and urge them to take the measures appropriate in their particular areas," as if the commanders of all the bases in the United States were really in fear of a U-Haul truck packed with explosives coming on to their bases and blowing up a guard house? The General goes on to inform us, "My intention is to call to the commanders' attention to the fact that this anniversary is coming and to re-evaluate the security situation at their particular installations," added Shalikashvili, chairman of the Pentagon Joint Chiefs of Staff.

If you were a witness to one of the massive boomerangs like I was, and you knew that the government was lying about what was happening just a few weeks prior to the General's statement, you would feel more than a little suspicious – if not concerned about these comments. Since the General's statements couldn't be any more ambiguous than they were, leaving the non questioning press with the "official," military response to the UFO "threat." We may not even know if there really was a threat. It is quite possible that we were just "visited," and that the threat is imagined, since we may not have any contact or context for this particular visit, nor any real control over how it would be unfolding.

Pentagon officials said there was no specific indication that bases might be targeted by extremists on the Waco/OKB anniversary but that the Defense Department wanted to be "careful." The moronic tendency of conspirators to cover up what was really happening, was not just frightening, but spoke volumes about what our government was prepared to do to keep people from "panicking." The question remained what the exact nature of the threat was. Is this secrecy due to official fears that society would disintegrate?

Do they fear that the public would loose faith in a government that cannot and repeatedly does not take care of its citizens and protect them from harm? What exactly is the harm or threat that these ET's represent? (if "they" truly are from outer space and not from the deep ocean and

subterranean bases on earth – which is the atlantis/astronaut theory we will explore later)

Another report said in passing that the military had tightened security at NORAD and canceled public tours of the facility after local authorities relayed a threat to the base. Yet this story directly contradicts what everyone else including the General had just stated, which was that there was, "no specific threat." So which is it folks, a real threat, an imagined threat, or a manufactured threat…I was beginning to feel that it was all of the above!

The nature of that threat was not explained, but Shalikashvili said Thursday April 17, 1997 that the timing of the threat "has come and gone ... and I suspect that in the not-too-distant future they will return back to normal." So now the story becomes even more confusing when the General now states that whatever the threat was, it has come and gone…this would mean that the anniversary – which was still 2 days away could not be that which the original excuse for the heightened security was! So what was the General really referring to when he said the "timing," of the threat has come and gone…

Then - as any good counterintelligence operation would have made ready, as if knowing that some bright person would make the connection between Craig Button and the heightened security, the General added that "there was no evidence to connect the April 2, 1997 disappearance of Craig Button and his A-10 attack jet in the mountains of Colorado with the anniversary of the bombings in Oklahoma City."

Ahh, here is the rub. As my father and uncle used to say, the best way to tell a lie is to wrap it up in the truth. The truth is just as the Gen. has stated, there was no connection between the loss of Craig Button's A-10 and the OKB! This is the point in which the reporters covering this story should have said, whoa, wait a minute…but apparently they didn't. First off, who said anything about CB's wanting to drop bombs on NORAD? Yet this is tacitly what the military would like you to think – even if for only a second. But only because it diverts ALL attention away from March 13, 1997 and the events that occurred that evening.

Even if this "bomb norad" hypothesis were true, certainly Craig Button would have known that dropping 4 Mk 500 lbs bombs would not even put a dent in the nuclear hardened bunker complex. This was standard run of the mill "feed them like mushrooms."

The Waco Theory doesn't hold water

So if it's not due to the missing bombs, and not *really* due to the April 19, anniversary of the OK bombings, perhaps Button's "disappearance," on April 2, 1997 had something to do with the April 2, 1993 anniversary of the siege at Waco?

"I do not have enough information to lead me to believe that there is somehow a connection between that incident in Oklahoma City now nearly a year ago and the disappearance of this airplane," Shalikashvili said.

Some published reports have speculated that the pilot of the A-10, Capt. Craig Button, might have landed his plane at a remote Colorado airfield with the four live bombs and unloaded them. But the Pentagon says that they have no evidence of this. Button's A-10 disappeared while

flying in a three-aircraft formation on a routine training mission in Arizona, and a high-tech search using helicopters, spyplanes and satellites has failed to find the aircraft or the pilot, now nearly 15 days after he broke formation and "disappeared."

Still no one can say why Button apparently veered northeast into Colorado, some 850 miles from where the training exercise was taking place. "The first thing that needs to be said is that I feel very much for Captain Button's family in all of this," Shalikashvili said Thursday. "I am satisfied with everything that is being done to try to find him and the airplane." There it was publicly stated, that anyone who can read between the lines, you just knew that was it for Button, they knew what was going on and they were prepared to do anything to cover it up.

The detonation of the bombs and the impact itself would have been registered somewhere in seismographs, and infrared satellite missile detection defense satellites. If Craig ejected it would automatically turn on an ELT transmitter. The more I thought about what was going on over there in Arizona, the more I thought it must have something to do with the UFO's. None of it made any sense at all unless you ignored (almost) everything that the government and news reports were saying, because it was riddled with glaring inconsistencies and non congruent angles. Of course I also fully understood that anyone else that was a witness to what I was a witness to, would probably be seeing the same connections to these national headline events. I call this The Close Encounters Effect, because it is all those things that can come with being witness to UFO.

The Close Encounters Effect

In the movie the main character, a service technician, gets a call and goes out to a job and has a very close encounter with a UFO. I was a service technician for plumbing and I was going to get a business card and had a very close encounter. The main character is fired for no reason other than being a witness to a UFO. Within 48 hours I was fired for talking on the company CB radio about UFO's.

The main character then became involved with other UFO witnesses who all questioned and watched as the US military began a massive deception and cover-up operation designed to camouflage and confuse and debunk the crisis at hand. Yet witnesses separated by continents and many thousands of miles, unaware of each other's existence, all *knew* what was *really* going on…

They all converged on the Devil's Tower monument and the lead researcher from France commented that this was an "event socialogicale," and that these people had every right to be participating in the contact. Could we be seeing the real life version of this movie being played out in front of our eyes?

Unfortunately – at this time (April 17, 1997) I still hadn't found a single other eyewitness to what I saw. My neighbor mentioned that a lady down the street (New York Ave, Norfolk, VA) had seen a disc shaped UFO recently in the last few months (February 1997), but I was never able to meet her or get any more info.

So it wasn't just like the Movie. It was real and it wasn't fiction and I felt all alone, trying to

figure it all out. But I also thought that would be my mission, to find the *other* witnesses. But where were the *other* witnesses? While I pondered this question, I had no idea that the answer to my question would be found in those very same "hunches," that I had already been following…The question is, would I have EVER made these revelations – had I not been a witness? I think not.

April 17, 1997 - Two Commercial Jets come within 300 ft of mid-air collision

Then as I was pondering these questions, ABC news reported that Two commercial jets came within 300 feet of a mid-air collision in Los Angeles on April 16, 1997. The Federal Aviation Administration says a Brazilian airliner veered in front of a KLM flight. According to the FAA, one of the pilots failed to listen to air traffic control instructions. There were no injuries reported.

I thought of the initial scene from Close Encounters which began with a radar civilian air traffic control center tracking and receiving reports from frantic pilots who were about to collide with a UFO. When asked if they wanted to report a UFO, the pilots responded, I don't want to do that," and the other pilot said, "I wouldn't know what kind of report to file," to which the control tower responded, "we don't either." It's all from the script written for the movie – right?

Then as if on queue, ABC News went on to report that, "ABC has learned that the Air Force now is *almost* certain that a missing A-10 and its pilot crashed into the Colorado Rockies. That is based on radar evidence, a seismic reading and satellite data indicating a possible fireball. Search crews also are hearing witness accounts of an explosion in the mountains. Some witnesses say they saw the plane doing aerial acrobatics before it disappeared." Does it take 15 days to get that data? I mean it's not like we have to wait for film from satellites to be dropped into the ocean and picked up and developed right?

It just seemed like the government was "building," their case, their cover story for what was really going on. They were buying time to make the cover story up, plant evidence, who knows, but they are dragging their feet and have already contradicted themselves on many points. I was left to ponder that evening the prospect that whatever was happening, I was going to be in the back seat, watching from a distance, as national events of immense importance unfolded before my eyes.

Then a funny thought came into my mind, that had I went to Embry-Riddle University for flight school in 1993 – like I was supposed to, then I never would have met Pam and I never would have moved to Virginia and I never would have witnessed, what I did. I also thought, that had I become a pilot like I was supposed to, I might have even been a pilot in training with Craig. I also thought – like I had immediately that perhaps he saw a UFO and chased it, or something like that and ran out of fuel, but then he would have ejected. Perhaps he was ordered to chase the UFO and the UFO destroyed him.

A thousand thoughts permutated in my mind, looking for the missing keys that tied all these events together. If they were all tied to UFO's and the UFO activity, then there would be ripples. The government, just like in the movies, in real life, they don't want this story to come out. It is too much of a danger to the status quo.

So I kept my eyes open and began reading anything I could about UFO's and about any events that just might link my UFO encounter with the larger events unfolding. This was as simple as reading the news headlines from the spring of 1997. Or as difficult as reading through thousands of pages of books in the Edgar Cayce Library in Virginia Beach – which had a very large and

well stocked library on various "new age," topics. I always felt a connection to the place where Cayce lived and built his "Hospital." I was strange, but I felt a real connection. A few days later my suspicion of the cover-up of Craig Button's disappearance broke news again.

1997 – FBI/CIA - reports Terrorists buy remote control plane to crash into building

"The FBI and CIA received reports that a terrorist group had bought a remote-controlled plane that could be used to crash into a building." [S.L.P.D., 9/19/02]

What we knew (About "terrorists") and when

Published Sep. 3, 2005

Eleanor Hill, the staff director of the congressional inquiry into the Sept. 11 attacks, released a 30-page report Wednesday that details numerous previously classified terrorist threats collected by U.S. intelligence and law enforcement officials.

The report lays out a number of signals that terrorists were considering using aircraft as weapons and various hints that a large terrorist operation was being planned in the United States.

Evidence that terrorists were considering using planes as weapons:

DECEMBER 1994: Algerian terrorists hijacked an Air France airliner and threatened to fly it into the Eiffel Tower. French commandos stormed the plane and killed the terrorists.

JANUARY 1995: Philippines police raided a Manila apartment and found materials that suggested a plot to crash a hijacked plane into CIA headquarters near Washington. One plotter was Ramzi Yousef, who was later convicted in the 1993 World Trade Center bombing. Another was Khalid Shaikh Mohammed, whom U.S. officials believe masterminded the Sept. 11 attacks.

JANUARY 1996: U.S. intelligence received reports of a planned suicide attack by associates of terrorists, including an al-Qaida operative, that would consist of flying a plane from Afghanistan to attack the White House.

1997: The FBI and CIA received reports that a terrorist group had bought a remote-control plane that could be used to crash into a building.

AUGUST 1998: U.S. intelligence learned that a group of Arabs planned to fly an explosives-laden plane from a foreign country into the World Trade Center. The information was passed to the FBI and Federal Aviation Administration. The FBI took no action; the FAA found the plot "highly unlikely."

SEPTEMBER 1998: U.S. intelligence learned that Osama bin Laden's next operation could involve flying an aircraft loaded with explosives into a U.S. airport. The information was supplied to senior government officials in late 1998.

FALL 1998: U.S. intelligence received reports of a bin Laden plot involving aircraft in the New York and Washington areas.

FEBRUARY 1999: U.S. intelligence received reports that Iraq had formed a suicide pilot unit to use against U.S. and British forces in the Persian Gulf. The CIA considered the report disinformation.

MARCH 1999: U.S. intelligence received reports of an American al-Qaida member who was planning to fly an explosives-laden hang glider into the Egyptian presidential palace.

APRIL 2000: A walk-in at FBI's Newark, N.J., office said he was supposed to meet five or six people in the United States to hijack a plane and fly it to Afghanistan or blow it up. The man said he had been trained in a camp in Pakistan. He passed an FBI polygraph, but the FBI was unable to verify his story.

APRIL 2001: A U.S. intelligence source with terrorist connections speculated that bin Laden would be interested in commercial pilots as terrorists. The source was offering speculation rather than specific knowledge, U.S. intelligence officials say.

AUGUST 2001: U.S. intelligence learned of a plot to bomb the U.S. Embassy in Nairobi, Kenya, from an airplane or crash an airplane into it. Two people, reportedly acting on instruction from bin Laden, met in October 2000 to discuss the plot.

Evidence that a large terrorist attack was in the works in the spring and summer of 2001:

MARCH 2001: An intelligence source claimed bin Laden operatives were planning a strike in the following month.

APRIL 2001: U.S. intelligence received reports of a terrorist plot in New York and California.

MAY-JULY 2001: The National Security Agency received at least 33 communications suggesting a terrorist attack was imminent. None provided specific information on locations, dates or methods.

MAY 2001: U.S. intelligence received reports that al-Qaida operatives were planning to enter the United States from Canada to conduct bombings.

MAY 2001: The Pentagon learned that seven bin Laden associates had departed various places for Canada, the United Kingdom and the United States.

JULY 2001: A U.S. intelligence source reported that numerous people in Afghanistan were "talking about an impending attack."

AUG. 16, 2001: The Immigration and Naturalization Service detains Zacarias Moussaoui, who was attending flight school in Minnesota. He was later accused of ties to the Sept. 11 hijackers.

AUG. 23, 2001: The CIA, acting on old information about a terrorist meeting in Malaysia, asks that two eventual Sept. 11 hijackers, Khalid al-Mihdhar and Nawaf al-Hazmi, be put on the State Department's watch list for denying visas. But they were in the United States, and an FBI manhunt did not turn them up.

LATE SUMMER 2001: The CIA learned that an al-Qaida operative was considering mounting terrorist operations in the United States. No specifics were provided.

SEPT. 10, 2001: The NSA intercepts two communications suggesting terrorist attacks are imminent, but no specific information is provided. These are not translated until Sept. 12, however.

April 20, 1997 - Debris found on mountain; may be missing warplane

Web posted at: 5:48 p.m. EDT (2148 GMT)

EAGLE, Colorado (CNN) Searchers located metal objects Sunday they believe to be the wreckage of a missing A10 Thunderbolt warplane, an Air Force source told CNN.

The plane, piloted by Air Force Capt. Craig Button and carrying four 500pound bombs, disappeared April 2 while on a training mission over Arizona.

Button, 32, suddenly broke away from a threeplane formation and has not been heard from since. He and the plane have been the object of a massive search.

The Air Force source said what appeared to be wreckage from the plane was spotted from the air Sunday on or near New York Mountain, near Vail, Colorado.

No ground crews had reached the site, but additional air crews were dispatched for further investigation.

The Air Force scheduled a news conference for 5 p.m.

April 20, 1997 - Debris found on mountain may be from missing A-10

On April 10, 1997 - CNN reported that searchers had located metal objects they believe to be the wreckage of a missing A-10 Thunderbolt warplane, an Air Force source told CNN. The Air Force source said what appeared to be wreckage from the plane was spotted from the air Sunday on or near New York Mountain, near Vail, Colorado. No ground crews had reached the site, but additional air crews were dispatched for further investigation. Officials saw no urgency to risk sending in ground search crews, Pletcher said.

Papers Spotted on a Mountain?

The crew of the search helicopter said they "spotted debris on a sheer cliff," one that Running said, "they'd probably flown by 20 times," after noticing, "a couple of pieces of paper." The paper was unusual at such a high altitude, said Chief Warrant Officer Richard Rugg, "then something just caught my eye."

Rugg and Chief Warrant Officer Dale Jensen maneuvered their helicopter within 30 feet of the site, and identified gray painted metal that could have come from inside the A-10, and several smaller pieces of metal. Searchers also flew an A-10 pilot in by helicopter to verify the sighting. The pilot, Capt. Chuck Mitchell, said that the debris "didn't look like an A-10" at first, but then upon "closer," examination he agrees with Running's declaration that he was 99.9 percent certain it was the missing plane even if there was no sign of the pilot.

Now I was absolutely certain that a cover-up was taking place because how on earth does an A-10 Attack plane, smash into the side of a mountain in Colorado – with or without 2000 lbs of bombs on April 2, 1997 and then 20 days later have pieces of paper still in the vicinity of the

alleged crash site on a sheer 60 degree mountain cliff? If a small military jet like an A-10 crashed in the side of a mountain, what "papers," would Craig have been carrying? A suicide note? He may have a reference book and some maps or notes on his knee pads and arms, but not nice neat 8 x 11's. Let's suppose he has a ream of paper in his cockpit, are you telling me that something as fragile as "paper" would not:

A. Be consumed in the initial fire ball and crash?
B. Be lost and blown over many mountains by the high winds on a 13,000 foot cliff?
C. Have survived in one spot on deserted mountain face for over 20 days.
D. Be missed by the searchers who went over that area at least 100 times before?

That's some paper! Yet - if this "evidence," was merely "dropped," more recently like the night before, then that would explain why the papers weren't (D) seen before (B) had not blown away (C) were still in place and (A) had not been burned in initial crash. At this time the Air Force investigators are still saying that they haven't found any "derogatory evidence…" yet! I can't wait to see what the papers are going to say!

Then before the end of the day, the Air Force says that the four 500-pound bombs weren't armed and most likely survived any crash! So if it's possible that these papers survived the crash, then obviously we should be able to find enough metal fragments and parts of Craig's body, uniform and other gear, so that he could be positively identified.

Certainly, if Paper could remain in one place for a while so would the rest of the wreckage or at least it was emanating from one point. Of course, if they don't find the 4 missing bombs in the wreckage, then what? That is a little harder to duplicate and fake. If this is a plant and a coverup then I would suspect that the bombs will never be found, if they weren't stolen already.

April 21, 1997 - Weather blocks search for A-10

EAGLE, Colo., April 21 -- The Air Force is almost certain it has found the wreckage of a warplane missing since April 2, but stormy weather and the site's extreme remoteness is keeping officials from confirming the find. A National Guard helicopter spotted what officials believe is the wreckage of Capt. Craig Button's A-10 attack jet on a 12,500-foot Colorado peak near the Vail ski resort.

But the apparent debris is located on a sheer mountain face, meaning the only way to reach it is on foot. Even doing that will require getting a helicopter near the New York Mountain site, and stormy weather Monday was preventing flights there. The area has been searched many times before, but authorities think melting snow finally uncovered the wreckage. Air Force officials still have no idea why Button broke off from a training flight formation and headed his aircraft toward the Rockies, and the case has become one of the biggest aviation mysteries in military history.

Theories abound: Button was trying to steal the plane; he suffered some kind of blackout; he was committing suicide. But the Air Force concedes it might never know why Button, who was 32 and described as an excellent aviator, took his plane more than 800 miles off course.

Defense Secretary William Cohen summed up the puzzling case, paraphrasing Winston Churchill by calling it 'A mystery inside an enigma wrapped around a riddle.

A Mystery, Inside an Enigma Wrapped in a Riddle

Just then a news clip of Defense Secretary William Cohen called the plane's disappearance, “a mystery, inside an enigma, wrapped in a riddle.”

Cohen said, “We have to wait for the determination,” which on the one hand is a way of washing his hands of the matter “officially,” while to the witnesses who knew the truth about what was really happening, Cohen is also cogently summarizing the real situation at hand – as eloquently as the whole UFO enigma can be described – which is to say that it is, “a mystery, inside an enigma, wrapped in a riddle.”

The words of the character of David Ferry, in the movie JFK, “oh what a delicate web, we weave, when we weave it to deceive,” came to mind.

April 21, 1997 - Weather hinders search of likely A10 crash site

Web posted at: 8:09 p.m. EDT (0009 GMT)

Latest developments:

·Paper spotted earlier ·Button's motive still a mystery

EAGLE, Colorado (CNN) Severe weather on Monday hampered efforts to reach the mountainous site where the Air Force believes it has found the wreckage of a missing A10 jet.

Up to a foot of fresh snow and winds gusting up to 45 mph kept a recovery crew away from the remote site near New York Mountain and Gold Dust Peak, 15 miles southwest of Vail.

"We're just going to have to play it by ear," Col. Denver Pletcher told reporters, noting more scattered show showers were in Tuesday's forecast.

Searchers had hoped an MH53 helicopter, capable of hovering in high winds, would arrive at the site later Monday. But search commander Maj. Gen. Nels Running said that the winds were even too strong for the helicopter.

Officials saw no urgency to risk sending in ground search crews, Pletcher said.

Paper spotted earlier

The crew of a search helicopter spotted debris Sunday on a sheer cliff one Running said they'd probably flown by 20 times after noticing "a couple of pieces of paper."

The paper was unusual at such a high altitude, said Chief Warrant Officer Richard Rugg, "then something just caught my eye."

Rugg and Chief Warrant Officer Dale Jensen maneuvered their helicopter within 30 feet of the site, and identified gray painted metal that could have come from inside the A10, and several smaller pieces of metal.

Searchers also flew an A10 pilot in by helicopter to verify the sighting. The pilot, Capt. Chuck Mitchell, said that the debris "didn't look like an A10" at first, but closer examination led him to agree with Running's declaration that he was 99.9 percent certain it was the missing plane. There was no sign of the pilot.

The plane and pilot, Capt. Craig Button, vanished on April 2 while on a training mission in southern Arizona. The plane veered out of formation and flew to Colorado, where it disappeared from radar.

Witnesses in the mountainous area know for its ski resorts reported seeing an aircraft or hearing booms and seeing smoke in the vicinity of New York Mountain on the day the plane disappeared.

Button's motive still a mystery

Military officials do not know why Button flew his plane away from the training mission. They originally speculated that he could have become incapacitated. Air Force investigators have looked into the pilot's background for an explanation but say they have found "no derogatory evidence."

The plane carried four 500pound bombs, which were not armed, Air Force officials said, and most likely survived any crash.

Paraphrasing Winston Churchill's description of the Soviet Union, Defense Secretary William Cohen called the plane's disappearance "a mystery, inside an enigma, wrapped in a riddle."

Cohen said there was no basis to come to any conclusions about what happened on April 2. "We have to wait for the determination," he said.

Heavy chopper scopes possible A10 wreckage

April 22, 1997 - Search mission hampered by bad weather

Web posted at: 5:15 p.m. EDT

EAGLE, Colorado (CNN) A heavylifting MH53 helicopter hovered Tuesday over the suspected A10 crash site near New York Mountain, trying to determine how a recovery team could reach the wreckage.

The weather improved somewhat Tuesday, with overcast conditions but no precipitation. Officials were still concerned about unpredictable winds at high elevations. That could make it difficult to get a helicopter close enough to the jagged peaks to let searchers reach the site.

Brisk winds and blowing snow Monday delayed a search with the MH53 chopper, which can fly at altitudes up to 16,000 feet and hover in stiff winds.

If the metal fragments spotted Sunday near New York Mountain and Gold Dust Peak are found to be part of Air Force Capt. Craig Button's missing Thunderbolt , a thorough search of the wreckage could be delayed for days or weeks, until snow melts sufficiently, authorities said.

The snow poses an avalanche risk and also could conceal hazardous footing, probably making it too risky for the recovery team, said Maj. Gen. Niles Running, the search commander.

Plane vanished mysteriously

Button, 32, and his bombladen warplane vanished from radar April 2 after he broke formation during a routine training mission near Tucson, Arizona, and headed for the Colorado mountains. Why he broke formation remains a mystery.

The crew of a search helicopter spotted debris Sunday on a sheer 13,000foot cliff.

Chief Warrant Officer Richard Rugg and Chief Warrant Officer Dale Jensen maneuvered their helicopter within 30 feet of the site, and identified gray painted metal that could have come from inside the A10, and several smaller pieces of metal.

An Air Force pilot who later flew over the site said he was 99.9 percent certain the wreckage was the missing plane. There was no sign of the pilot.
Crews try again to verify A10 debris

April 22, 1997 - Heavy Chopper Scopes Possible Missing A-10 Crash Site Wreckage

An MH-53 helicopter investigated the suspected A-10 crash site near New York Mountain, trying to determine how a recovery team could reach the wreckage. The weather improved somewhat Tuesday, with overcast conditions but no precipitation. Officials said they were still concerned about "unpredictable winds at high elevations."

That could make it difficult to get a helicopter close enough to the jagged peaks to let searchers reach the site. "Brisk winds and blowing snow," Monday delayed a search with the MH-53 chopper, which can fly at altitudes up to 16,000 feet and hover in stiff winds, but can't make it to 13,000 feet where the crash site is supposed to be.

Authorities went on to say that if the metal fragments spotted Sunday near New York Mountain and Gold Dust Peak are found to be part of Air Force Capt. Craig Button's missing Thunderbolt, a thorough search of the wreckage could be delayed for days or weeks, until snow melts sufficiently, (but the papers will still be there).

According to Maj. Gen. Niles Running, "the snow poses an avalanche risk and also could conceal hazardous footing, probably making it too risky for the recovery team," and the other A-10 pilot that a few days earlier said he wasn't sure it was Craig Button's wreckage, now says that he is 99.9 sure the wreckage was the missing A-10. Yet there is no still no sign of Craig's body.

April 23, 1997 - Aerial photo shows metal pieces in snow

Web posted at: 4:09 p.m. EDT (2009 GMT)

EAGLE, Colorado (CNN) Crews would need only about three hours on a remote cliff to determine whether debris they've spotted there belongs to a missing A10 attack plane. But bad weather Wednesday may again keep them away from the steep mountainside.

"If only that blue sky floats over, we'll have a window of opportunity," said Maj. Gen. Nels Running, commander of the search effort.

The Air Force released an aerial photograph of the search area Tuesday. The photo showed pieces of metal jutting out of deep snow. Air Force pilots say the metal looks like an A10.

A heavylifting MH53 helicopter hovered Tuesday over the suspected crash site near New York Mountain, trying to determine how a recovery team could reach the wreckage.

The weather improved somewhat Tuesday, with overcast conditions but no precipitation. Officials were still concerned about unpredictable winds at high elevations. That could make it difficult to get a helicopter close enough to the jagged peaks to let searchers reach the site.

The snow poses an avalanche risk and also could conceal hazardous footing, probably making it too risky for the recovery team, said Maj. Running, the search commander.

April 24, 1997 - Bad weather causes suspension of search for pilot

Web posted at: 3:46 p.m. EDT (1946 GMT)

·**Public warned against trying to reach site**

EAGLE, Colorado (CNN) Blinding snow on Thursday forced Air Force officials to call off the search for a missing pilot in the Colorado mountains a day after the Pentagon announced searchers had found his A10 Thunderbolt.

After spending the night at an altitude of 11,500 feet, four specially trained military personnel were unable to climb the 1,000 feet to the crash site due to the snowy conditions.

The highaltitude climbers instead headed down the mountain, attempting to reach a road or a clearing where they could be picked up by helicopter or land vehicle, according to Air Force officials.

Reconnaissance helicopters, meanwhile, have continued to fly over the crash site to assess the weather conditions in the area.

It was not immediately clear when the ground search would resume.

Officials confirmed Wednesday that aircraft pieces found near Gold Dust Peak in the Holy Cross Wilderness Area, 15 miles southwest of Vail, were from Capt. Craig Button's aircraft missing since April 2. There was no sign of Button, however.

"We have positive identification that these are pieces of the A10 aircraft," Air Force Maj. Gen. Nels Running said Wednesday.

"I don't know if Captain Button was with the aircraft or was not with the aircraft, so I can't talk about remains. The search continues."

Col. Denver Pletcher said two Army National Guard helicopters made trips up to the mountain's 11,500foot level on Wednesday and dropped off the four highaltitude climbers.

"Their mission is to go up again and see if they can find any remains," Pletcher said.

Public warned against trying to reach site

Earlier Wednesday, Tech. Sgt. Ishmael Antonio, trained to rescue downed pilots behind enemy lines, was lowered by cable from a helicopter to retrieve the two pieces.

The parts were positively identified after their ID numbers were researched and the parts physically examined. The parts include a wiring harness, described as part of a device used to control flaps, and part of an engine.

"This wiring harness that we showed you earlier is, in fact, a part that's designed, that's unique to

the A10 aircraft and supports the modification called Low Altitude Safety Enhancement System. That was put in the aircraft a few years ago to upgrade its capability," Running said.

Pointing to the other part, he continued, "This section is from the engine, T34 General Electric engine, which powers the A10 aircraft."

The plane was carrying four 500pound bombs when it disappeared, and Running said it was not known whether they were on the plane when it crashed.

Because the crash site can be reached on foot, he warned the public to leave search efforts to military experts. The U.S. Forest Service has the authority to declare the area offlimits, he said.

"If you're smart, you'll stay away from that peak, from that entire valley, because those bombs can do anything if they came off the aircraft at an impact," he said.

April 24, 1997 - Air Force finds wreckage of missing A10

Prepared by the Air Force Web Information Service

Updated as of April 24, 1997 3 p.m. E T

WASHINGTON (AFNS) The Air Force has found wreckage of the A10 Thunderbolt that was missing since the aircraft broke formation during a training mission April 2.

Tech. Sgt. Ishmael Antonio, a pararescue specialist, set foot on the crash scene April 23 after being lowered by cable from an Army National Guard helicopter. At first he tried to recover a large piece of wreckage, but it was to big to remove from the snow covered site about 12,500 up in the mountains.

He did retrieve two pieces of wreckage that carried serial numbers. Air Force logistics specialists traced the part numbers through the system and confirmed they belong to the missing A10.

Later in the day, an Army National Guard helicopter mission placed four more pararescue specialists near the crash site on Gold Dust Peak were they planned to spend the night and continue the search for the still missing pilot.

The A10 crashed 800 miles north of Davis Monthan Air Force Base, Ariz., where the aircraft was based.

The pilot of the aircraft, Capt. Craig Button, flew the mission as part of A10 training during his temporary duty assignment at Davis Monthan. Button was a member of the 85th Fighter Training Squadron at Laughlin Air Force Base, Texas.

The last known radio contact from the aircraft was at 11:58 a.m. Mountain Daylight Time April 2.

A board of officers will convene to investigate the accident.

April 24, 1997 - "Official Air Force Newsletter" 3 p.m. EST

The Air Force officially says that the wreckage of the lost A-10 Thunderbolt has been found. Tech. Sgt. Ishmael Antonio, a Para rescue specialist, set foot on the crash scene April 23, 1997 after being lowered from an Army National Guard helicopter. At first he tried to recover a large piece of wreckage, but it was too big to remove from the snow-covered site. Yet he was able to retrieve two pieces of wreckage that carried serial numbers.

Air Force logistics specialists traced the part numbers through the system and confirmed that they belong to the missing A-10. Later in the day, an Army National Guard helicopter mission placed four more Para rescue specialists near the crash site on Gold Dust Peak were they planned to spend the night and continue the search for the pilot Craig Button. The pilot of the aircraft, Capt. Craig Button, flew the mission as part of A-10 training during his temporary duty assignment at Davis-Monthan. The last known radio contact from the aircraft was at 11:58 a.m. Mountain Daylight Time April 2.

April 24, 1997 - Public Warned Against Trying to Reach Search Site

No sooner had they said they were going to camp out overnight to find Button's body and confirmed that the A-10 was the one they were looking for, than the Air Force now says that blinding snow forced Air Force officials to call off the search for Craig's Body!

After spending the night at an altitude of 11,500 feet, four specially trained military personnel were unable to climb the 1,000 feet to the crash site due to the snowy conditions. The high-altitude climbers instead "headed down the mountain, attempting to reach a road or a clearing where they could be picked up by helicopter or land vehicle," according to Air Force officials.

"Reconnaissance helicopters," meanwhile, have are continuing to fly over the crash site to "assess the weather conditions," in the area? It was not immediately clear when the ground search would resume. Officials confirmed Wednesday that aircraft pieces found near Gold Dust Peak in the Holy Cross Wilderness Area, 15 miles southwest of Vail, were from Capt. Craig Button's aircraft missing since April 2. There was no sign of Button, however.

A-10 debris Positively identified as coming from lost A-10

"We have positive identification that these are pieces of the A-10 aircraft," Air Force Maj. Gen. Nels Running said Wednesday. "I don't know if Captain Button was with the aircraft or was not with the aircraft, so I can't talk about remains. The search continues." Col. Denver Pletcher said two Army National Guard helicopters made trips up to the mountain's 11,500-foot level on Wednesday and dropped off the four-high-altitude climbers. "Their mission is to go up again and see if they can find any remains," Pletcher said.

Earlier Wednesday, the parts that were brought back with serial numbers were positively identified after their ID numbers were researched and the parts physically examined. ***The parts include a wiring harness, described as part of a device used to control flaps, and part of an engine.***

"This wiring harness that we showed you earlier is, in fact, a part that's designed, that's unique to the A-10 aircraft and supports the modification called Low Altitude Safety Enhancement System. That was put in the aircraft a few years ago to upgrade its capability," Running said.

Pointing to the other part, he continued, "This section is from the engine, T-34 General Electric engine, which powers the A-10 aircraft."

The plane was carrying four 500-pound bombs when it disappeared, and Running said it was not known whether they were on the plane when it crashed. Because the crash site can be reached on foot, he warned the public to leave search efforts to military experts. The U.S. Forest Service has the authority to declare the area off-limits, he said. "If you're smart, you'll stay away from that peak, from that entire valley, because those bombs can do anything if they came off the aircraft at an impact," he said.

April 25, 1997 - Human remains of A-10 Pilot Found

Searchers Friday found what could be the remains of the missing pilot of an A-10 attack aircraft that crashed on a Rocky Mountain peak after it disappeared April 2 loaded with bombs. Human remains were recovered from the snow-covered wreckage of the plane and authorities were trying to determine if they were the pilot's remains.

"What we found was fragmentary human remains," Air Force Maj. Gen. Nels Running told reporters at search headquarters in Eagle, Colorado.

"We are positive they are human remains, we are not positive whose human remains they are," Running said, adding that investigators planned to perform DNA tests to determine if they belonged to Button.

Running declined to specify what remains were found by the rescue team, but he said results from identification tests should be known within 72 hours.

April 25, 1997 - FBI now searching for 4 lost cruise missiles

As if the past 2 months weren't crazy enough, CNN reported today that the FBI was searching for a transport truck bearing a load of unarmed AGM 130 cruise missiles that were reported missing earlier this week. President Clinton acknowledged the truck had been on its way to Cannon Air Force Base in Clovis, New Mexico after picking them up from a contractor in Duluth, Georgia. The missing truck "has weapons that are inert and can not cause any harm," Clinton said.

Texas officials said earlier Thursday, April 24, 1997 that the truck carrying the missiles was scheduled to arrive at the New Mexico base last Monday, April 14, 1997 a Cannon Air Force base spokesperson said. Not only was this the day before the NORAD closings, but there were four missing "dummy," cruise missiles which just happened to be the same number of 4 missing MK82 500lbs bombs from Craig Button's lost A-10.

But what if they weren't so dummy? What if they weren't looking for the TNT in the cruise missiles? What if they wanted the guidance systems? That makes a lot more sense than trying to take the missiles. With the right connections, you might even be able to take the missiles, exchange the guidance systems with defective one from the manufacturer and who would know?

The missing truck had Ohio license plates and was last seen heading south on Interstate 45 near Fairfield, about 80 miles south of Dallas, according to Texas Department of Public Safety spokesman Mike Cox. A federal law enforcement source told CNN that the civilian driver worked for a service company contracted out by the military to carry the weapons.

At some undetermined date, the man called his company from a service plaza along the I-45 and said that his truck had broken down. He apparently wanted the company to wire him $1,000 so he could fix the truck. The money was wired and he was never heard from again. When the military went to investigate, employees at the service plaza said they remembered seeing the man

and the truck, ***but that there was nothing wrong with it.***

In a separate incident, a military transport truck that went missing several days ago has been recovered, the president said without elaborating. That truck was reported to have been transporting machine guns, mortars and weapons parts. It was not clear if the two incidents were related. The FBI has issued a bulletin describing the truck to police stations in Texas, but declined to give further details other than there was no danger to the public from the missing cargo. The president made his comments at a late-night news conference on the Senate ratification of a chemical weapons ban treaty.

Technical data for the missing AGM-130 Missiles

The AGM-130 is a powered air-to-surface missile designed for high- and low-altitude strikes at standoff ranges against a variety of stationary of slow moving targets. Carrying forward the modular concept of the GBU-15 guided weapon system, the AGM-130 employs a rocket motor for extended range and an altimeter for altitude control. The AGM-130 provides a significantly increased standoff range than the GBU-15. The AGM-130 has two variants, based on the warhead: the AGM-130A with a MK-84 blast/fragmentation warhead and the AGM-130C with a BLU-109 penetrator.

The AGM-130 is equipped with either a television or an imaging infrared seeker and data link. The seeker provides the launch aircraft a visual presentation of the target as seen from the weapon. During free flight this presentation is transmitted by the AXQ-14 data-link system to the aircraft cockpit monitor. The seeker can be either locked onto the target before or after launch for automatic weapon guidance, or it can be manually steered by a weapon systems officer. Manual steering is performed through the two-way data link. The AGM-130 is designed for use in the F-15E aircraft.

In the mid-1990s, the AGM-130 weapon system received a significant modification upgrade when Global Positioning System and inertial navigation systems guidance capabilities were added. For the primary mode of operation, the aircraft flies to a pre-briefed launch position. The survivability of aircraft and crew is enhanced by launching the weapon at low altitude and from a significant standoff range, thus avoiding detection by enemy air defenses.

After launch, the weapon flies through glide-powered-glide phases toward the target area with midcourse guidance updates provided by global positioning system navigational information or by the weapon systems officer through the data link.

Upon termination of the powered flight phase the rocket motor is ejected. As the target comes into view, the weapon systems officer has dual flexibility in guiding the weapon via the data link. For automatic terminal homing, the guidance tracker is locked on target but can be manually updated for precision bombing. When total manual guidance is used, the operator manually steers the weapon to the target. For those aircraft not equipped with a data-link pod, the weapon may be launched in a direct attack mode.

Primary Function: Air-to-surface guided and powered bomb
Length: 12 feet, 10.5 inches (3.90 meters)
Launch Weight: 2,917 pounds (1,312.65 kilograms)
Diameter: 18 inches (45.72 centimeters)
Wingspan: 59 inches (149.86 centimeters)
Ceiling: 30,000-plus feet (9,091 meters)
Guidance System: television/imaging infrared seeker man-in-the-loop; autonomous GPS/INS

April 25, 1997 - Truck Carrying Missiles Found - Driver is Arrested

FAIRFIELD, Texas (CNN) -- A tractor-trailer that disappeared in Texas while carrying four dummy Air Force missiles to New Mexico was found Friday, the Pentagon said. An Air Force spokeswoman, Lt. Col. Laura Feldman, said the driver was taken into custody and would be charged with theft of government property.

FBI spokeswoman Debbie Weierman said the driver, Ronald Coy, 42, of Middleton, Ohio, was unharmed and the truck and dummy missiles were all found intact. KSAT television reported that Coy was arrested in Orange, Texas, and the truck was found about 350 miles away in Ranger, Texas. The truck began its journey in Georgia and was last seen heading in the wrong direction about 500 miles from its destination. It had been scheduled to arrive last Monday at Cannon Air Force Base in Clovis, New Mexico, but disappeared from its satellite tracking system, triggering an exhaustive search for the truck. The FBI sent a bulletin to police stations in Texas describing the truck carrying the inert bombs and issued a detention alert for Coy. Officials also emphasized there was no danger to the public.

April 26, 1997 - Human remains believed to be missing pilot

Web posted at: 10:42 a.m. EDT (1442 GMT)

EAGLE, Colorado (CNN) The human remains found at the crash site of an Air Force A10 bomber in Colorado are believed to be those of the plane's pilot, who mysteriously broke formation and vanished with his plane while on a training run three weeks ago.

Sources told CNN that the remains were those of the plane's pilot, Capt. Craig Button, but the Air Force did not confirm the identification.

The remains were found Friday in an area where pieces of the Thunderbolt's cockpit were discovered, said Maj. Gen. Nels Running.

Running said a positive identification of the body parts could not be made until a DNA analysis is performed, which is expected to take two or three days. But he said Button's parents have been notified.

"We are positive they are human remains. We are not positive whose human remains they are," Running said. The search team that found the remains had been lowered by helicopter onto the crash site.

No answer yet on why Button broke formation

Button, 32, was on a training run over the Arizona desert on April 2 when his plane broke off from formation and headed toward Colorado. Its last radar sighting was near the crash site in the New York Mountains near the town of Eagle.

Air Force officials say evidence seems to indicate that Button was in navigational control of the aircraft during the fatal flight.

While the discovery of the remains Friday likely answers the question of Button's ultimate fate, the mystery remains as to why a pilot with an solid military record would break formation and steer hundreds of miles off course.

"The 'why' is a question that may never be known," Running said. He said an investigation into why Button did what he did would continue.

Button has been described by friends and family members as an allAmerican, gungho pilot who loved his life in the Air Force and had an exemplary military record. Investigators have so far found nothing in his background that would explain the events leading up to the crash of the A10.

There were reports that Button, a Mormon, may have been upset by the conversion of his mother to the Jehovah's Witness sect. But his parents say the conversion was years ago and that Button was not distraught about it.

Air Force will wait until thaw to search for bombs

Now that the crash site has been identified and a body found, Running said the Air Force would probably wait until "well into the serious melt season" to try to locate four 500pound bombs on board the aircraft. In the meantime, the U.S. Forest Service will keep the area offlimits to hikers.

He said observations of the crash site indicate that the bombs may not have exploded.

"*There is no evidence of great fire damage or marking*," he said.

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If there were no evidence of fire damage or marking, this may indicate that there was no impact! Moreover the retrieval of the wiring harness for the cockpit controls could have been taken from the craft of Craig Button and replaced with another wiring harness which could be used to take control of the aircraft. The early warning system was designed to do just that. By changing the wiring harness and some other connections, theoretically the plane could easily be set-up for a remote control operation, unbeknownst to the pilot.

The craft could then be flown to a secret destination it's cargo unloaded and then an old A-10 fuselage could be scrapped and dropped onto the mountain, along with the missing wiring harness from the original Craig Button aircraft. I don't know how to read the comments about retrieving only 2 pieces of debris, and those two pieces had serial numbers and other ident info which confirmed it was the actual aircraft that Craig Button piloted.

I also got an email from a source that indicated that the debris found was missing the appropriate wing pylons that would hold the 4 bombs. These pieces were not on the wreckage found in Colorado. This person asserted that the wing pylon was from a prototype A-10 that did NOT have these particular places for pylons in the wing. I have not been yet able to verify these statements in any way, I am sure someone will know this and hopefully confirm or depose this possibility.

July 7, 1997 - Air Force begins recovery of crashed A10

Web posted at: 3:04 p.m. EDT (1904 GMT)

EAGLE, Colorado (CNN) An Air Force recovery team, including explosives experts, was airlifted by helicopter on Monday to a remote mountain in the Colorado Rockies where a warplane carrying four bombs crashed three months ago.

The seven person unit's mission is to pick up the potentially explosive wreckage of an A10 jet and recover the remains of its pilot, Capt. Craig Button.

Button, stationed at DavisMonthan Air Force Base in Tucson, Arizona, was on a training mission April 2 when the plane mysteriously veered off course.

On April 20, after an intensive search, the Air Force found the wreckage at the 12,500foot level of Gold Dust Peak, 15 miles southwest of Vail, Colorado.

Rescue crews gathered enough material to confirm that Button was dead, but bad weather and snow on the ground prevented further recovery efforts until now.

Air Force spokesman Maj. Joe LaMarca told CNN that searchers now have three major goals: "to gather material to determine the cause of the incident," to collect dangerous explosives from the plane and to gather Button's remains.

April 26, 1997 – Missing Training Missiles Found Abandoned in Texas

By Sam Howe Verhovek

After three days of searching the Air Force announced that it had found four training missiles, all abandoned at a building supply store in a small West Texas town by the civilian tractor-trailer driver who had been hired to drive them from Georgia to New Mexico. The driver was arrested more than 300 miles away as he slept at a truck stop near the Louisiana state line.

The 42-year-old driver was charged with wire fraud and taken to Atlanta by Federal agents. His former employer said the driver's contract was terminated in January and that they had contacted Federal authorities weeks ago (before April 1997) about tracking him down. Mr. Coy's commercial driver's license was suspended indefinitely in Ohio in March.

"I'm just glad that they finally caught him because we've been trying to get him for a long time," said David Wilkins, vice president of administration with SOS Transport of Monroe, Ohio. The Air Force says that the missiles were not live, but mock-ups of AGM-130 air-to-ground missiles and were not fitted with explosive warheads and never posed any danger to the public. "There were no explosives, no warheads, no fuel, no rockets," said Maj. Laura Feldman, an Air Force spokeswoman at the Pentagon.

Nonetheless, the incident raised questions about just how the missiles, which cost $150,000 each, could have been handled in such a cavalier way and left in the custody of a man who was described by a law-enforcement official in East Texas as being broke after a bout of partying and "messing with a woman" somewhere along the missile delivery route. Mr. Coy apparently turned around after a dispatcher in Georgia declined to wire him more money, the official said.

The bizarre incident involving the missing missiles gained added attention because it came on the heels of the Air Force's intensive search for a warplane that veered wildly off course three weeks ago and whose pilot's body was apparently found today and because of an seemingly unrelated mix-up on Thursday in which the Pentagon lost track of another truck carrying mortars and machine guns to California.

Army officials said today that the second truck, which had dropped off of military monitoring screens on Thursday, was found late in the day at a truck stop near El Paso. Its tracking beacon had failed, but it was on its proper course, the officials said. The four mock missiles were picked up by Mr. Coy on April 14 at a Boeing Company subsidiary plant in Duluth, Ga., and were to have been taken to Cannon Air Force Base in Clovis, N.M., by Monday for war games.

The missiles were left in a storage area behind Ranger Building Supply in Ranger, Tex., about 100 miles west of Fort Worth. Mr. Coy told the store manager earlier this week that he needed to offload the crates because his truck had bald tires and there was a problem with the trailer floor and that the missiles remained sealed in their crates. Of course how can we believe a man that is obviously not dependable or reliable? How do we know that the guidance systems of these missiles weren't stolen or rigged?

"They just stacked them in there with the lumber, basically," the sheriff said. "They had no idea

what it was." He said the F.B.I. called him this morning and asked him to go to the storage yard to see if the missiles were there. They were picked up later in the day and taken to an Air Force base in Abilene, he said.

While conceding that the incident was very strange, Major Feldman of the Air Force insisted that it did not indicate that laxity in military shipping policies might pose a danger to the public.

"The Air Force's paramount concern in anything we do -- flying, transporting -- is safety," she said. "That's No. 1 in everything we do. These missiles never posed a threat to the public and because of that, they were shipped differently than we would ship armed missiles. They were shipped as general freight." She declined to discuss specific security measures for shipments of armed missiles.

The training missiles, which carry infrared and laser-guidance devices and are each worth about $150,000, are to be used in air-defense exercises involving about 20,000 members of the military, the Air Force says. How Mr. Coy gained the contract to carry the missiles was a matter of some mystery today, though he apparently arranged to do so with a dispatching company based in Georgia.

The autonetics and missile systems division of Boeing North America, which manufactured the missiles in Duluth, declined to comment and referred all questions to the Air Force. Though the truck carries SOS lettering, Mr. Wilkins said Mr. Coy no longer had any relation with his company "We terminated him and I can't get into specifics about that," he said. "His wife has been real distraught over this whole thing and we won't go into too much detail, out of respect for her."

May 5, 1997 - “All Warfare is based on Deception”

Air Force Captain Craig Button, 32, the A-10 pilot whose attack plane allegedly crashed into a 13,000 foot mountain in the Rockies, allegedly committed suicide because he was afraid his estranged male lover, another flier, was about to expose their affair, according to a May 2, 1997 report in Arizona's Tucson Citizen. If the pilot, who was single, had been under an investigation due to his “suspect” sexuality, he could, because of Pentagon policy, have faced discharge.

The Citizen account read that Button, “apparently intentionally smashed (his) plane into a Colorado peak because his private life was about to be revealed by an estranged (gay) lover.” The Tucson Citizen quoted its inside source as having said that investigators think that Button, a New York state native, had targeted Craig Peak on New York Mountain in the Central Rockies.

It’s amazing to me that every allegation raised and printed in every report on Craig Button, starts with “The Tucson Citizen quoted its inside source,” or an “unknown Source,” is always behind the allegations against Craig’s character.

Unfortunately the plane crashed on Gold Dust Peak, directly south of Craig Peak on New York Mountain, so like all the other gay, suicide, and other abnormal theories espoused to explain why and what exactly happened to Craig button, the facts just didn’t support any of these claims. It was an inconvenient truth.

The Servicemembers Legal Defense Network, a national organization dedicated to assisting military personnel hurt by the “Don't Ask, Don't Tell, Don't Pursue” policy, first alerted GayToday's international correspondent, Rex Wockner. SLDN had noted the Tucson Citizen's report, but currently indicated it had “no independent information to substantiate or verify the news story.” Hmmm…

The Network, however, said that if the story is, in fact true, that it is concerned “about any ongoing investigations under 'Don't Ask, Don't Tell, Don't Pursue,' against additional servicemembers at Davis-Monthan or Laughlin Air Force Bases, and is asking anyone with concrete information in this regard to contact SLDN: www.sldn.org.

For those of you familiar with the U.S.S. Wisconsin accident back in the 1980’s, the men involved were accused of having of gay love affair, and committing suicide also. They were later completely exonerated posthumously, but the pattern of government disinformation is readily visible to those who care to notice it.

Some “inside,” deep throat source makes a claim, then the officials deny it…then the cover story is taken up by well meaning but misinformed news people and then people begin to rationalize all the other anomalous things that happened and subconsciously write off the event.

An Air Force spokesperson called the report “unsubstantiated,” although the Tucson Citizen's account claimed it was quoting an identified military source close to the suicide-crash investigation. “The Air Force really believes that this could be the answer,” the source told the newspaper.

Colonel Joe LaMarca, speaking for the Air Combat Command at Langley Air Force Base in Virginia, said that the Air Force decided April 30 to convene an accident investigation board that will look at all aspects of the case, including Button's personal life. Another guess, hazarded early, was that Captain Button could have been unnerved, after a visit home, by the anti-military views of his parents who, reportedly, had recently become Jehovah's Witnesses. Colonel LaMarca said that the Tucson Citizen had made "some very clear assumptions or accusations of a military investigator close to the source," but, Colonel LaMarca insisted, "I'm here to tell you that the board just convened, and I'm not even sure whether all the investigators are out there (Arizona) yet."

Hmmm, so the left foot doesn't know what the right is doing? The Air Force is conducting its own investigation as well, through its Office of Special Investigations which has been long associated with UFO and foreign technologies or special technologies…just as Special Investigations would signify. At least that is what the "conspiracy," nuts say. Meanwhile in Washington, D.C. a spokesperson for this Office, Captain Steve Murray, said of his department, "We're not discounting anything and dismissing any possibilities at this point," which certainly doesn't discount any of these unfounded rumors.

If you could travel back in time a few thousand years and ask the great Chinese warrior-monk Sun-Tzu who wrote, "The Art of War," he would say, "Have you learned nothing? All Warfare is based on Deception!"

First you plant the rumor then you officially deny it, then you say you aren't "discounting," anything. The politicians and government have their own vocabulary now to white wash everything. I mean it's such a joke, who is in charge? Who has the authority? Who is responsible for these attacks and why? Disasters are called humanitarian crisis, Wars are called military engagements or low intensity conflicts.

Dead civilians are called collateral damage. People with nothing left to lose are called insurgents. People who donate billions of dollars to charities – which is just giving to charities what would otherwise be taxed by the government, are called philanthropists. Everyone and everything has a name and a label and both are nearly meaningless deceptions.

UFO reports are downplayed as "sightings," which play right in with "sightings," of Big Foot, Nessie from Loch Ness or the abominable snowman. Better yet the Air Force carefully chooses their words to describe the U.S. government's position that the "lights" seen in Phoenix, Arizona and other areas on the evening of March 13, 1997, around 9:30 pm MST, were not part of a UFO, but just flares dropped from a visiting squadron of Maryland Air National Guard A-10 Warthog pilots. But why didn't the Air Force know this back in March of 1997? Why did the A-10 flare story only come out long after the initial events in June of 1997?

In classic disinfo fashion, "no one seems to know who is in charge or what was going on."

The timelines don't match up, but then they are not supposed to. The whole A-10 situation is a rouse within a rouse. It provides a convenient explanation for those who aren't witnesses to the

CRAFT that were seen in Phoenix and all over the world. While it also provides a dead end circle for investigators to chase to no avail. Unfortunately, there is every possibility that the Dead in this case are our own military service men and women. This has to stop. There is another cliché in warfare, "that the best way to tell a lie is to wrap it up in the truth."

I am sure that it is true a visiting Air National Squadron from Maryland was stationed at the Gila Bend Base and they did drop flares on March 13, 1997 and probably other nights as well. However, there could have been another group flying, perhaps a few of the pilots of A-10's based in Davis Monthan? That would not be a crazy assumption or speculation, would it?

Let's assume there was also another group flying, a silent group so to speak. Maybe the pilot's were in the know, maybe they weren't. If the remote control wiring harness situation were true, and Craig was not in control of his aircraft, then it is possible that his aircraft might be the missing A-10 that dropped the flares in the 9:20pm events whose video has been associated and used as the only evidence of many events that occurred before and after this single "flare drop," event. An email from a base security guard indicated that Craig's plane or other planes were flying and dropping flares in a V pattern before the mass sightings on 3/13/97.

This could indicate that the 3/13/97 flare drop was being planned at least a few days prior to it's execution…

March 13, 1997 - 7:45 pm - Gila Bend, AZ - Lights

NUFORC - Occurred: 3/13/1997 19:45 Reported: 9/2/1999 08:24 Posted: 9/12/1999
Location: Gila Bend, 20 miles east of on I-8, AZ

Shape: Light 2 large, bright orange/pinkish lights seen south of I-8 over the desert. Went from 2 to 3 to 4 lights. Small bright objects quickly left and returned to the larger lights. These smaller lights lit up the background clouds. Wife, in-laws, nephew and son witnessed with me.

20 miles east of Gila Bend, AZ on I-8 about 50 miles SW of Phoenix. I noticed two bright lights shining over the desert south of the freeway. At first I thought they were to very tall light poles. 2 then 3 then 4 lights appeared. The lights went out and 3 more appeared lower in the sky immediately. It seemed a set of lights went off and then the bottom set turned on. Five individuals in my car witnessed these lights for approx. 20 mins from I-8 interstate. I could still see the lights as we entered Gila Bend's business district.

The lights always remained stationary. Smaller lights seemed to split off from the right edge of the rightmost light, do a very quick arc and return. The light from the small ones lit up the background clouds. No sound was heard. We tried to take a photo but it didn't turn out. This was the same night as the famous "Phoenix Lights" were seen.

((NUFORC NOTE: Location of these lights may be important to understanding the nature of the events that took place later in the evening, e.g. after 2100 hrs. This is the only report NUFORC has seen to date, which indicates an earlier time. We believe that they had nothing to do with the object(s) seen over Henderson, NV; Paulden, AZ; Prescott, AZ; Dewey, AZ; Cordes Junction, AZ; Phoenix, AZ; Casa Grande, AZ; Tucson, AZ; and Kingman, AZ.))

March 13, 1997 - 8:15 pm - Gila Bend, AZ - Chevron

NUFORC - Occurred: 3/13/1997 20:30 Reported: 4/6/1999 05:15 Posted: 4/26/1999
Location: Gila Bend Auxiliary Field, Gila Bend, AZ - Shape: Boomerang

As a security officer for the GBAF at the time, I was on patrol duty and located at the salvage yard at the Southern end of the Base. At approximately 2015 hrs (8:15pm) I saw approximately 15 or 16 flares dropped in close succession to each other, forming a near perfect V-shape pointing towards the West. They were within about 3 miles from my location and were close enough that I could see the white smoke coming off them as they burned, but not their parachutes. They burned for about 15 minutes before going out.

This was unusual because the area where the flares were dropped seemed to be over 'D' area or Dart Drop as it is called, but 'D' area is NOT used for night target exercises because of the close proximity to the Base. The closest target area is to the south in Range 3 - EastTac which is another 5-8 miles away towards the Southeast.

I had only observed 2-5 flares used at a time and usually staggered. Another officer remarked on his radio that he thought a bunch of people were going to report a UFO after seeing that. Someone else said he did hear on the news over the radio that people were reporting a V-shaped UFO over the Phoenix area. Later, I listened to the Art Bell show for the first 10 minutes and

heard the same stories.

There are at least 3 mountain ranges between here (Gila Auxiliary Base) and Phoenix, all of which are at a higher elevation than the height of the flares I observed. The closest town to our base is Ajo, which is another 40 miles or so south of Gila Bend, and I doubt that anyone there could have seen these flares. The mountain ranges which are 10 miles or so North of us on Highway 85 start blocking the South view anyway.

It seems obvious to me that the connection of my observation of an unusual flare drop to the "'Phoenix Lights" UFO sightings on March 13, 1997 were a pretext to the authentic UFO reports.

This report is great unfortunately the time of the "flare drop," video was at 9:20pm – this is the one that the government (we assume) writes off as flare drops…However the Maryland Air national guard was supposedly in the air at this time, but dropped flares over the Goldwater Range. This report could be true, but with a different interpretation than the security guards or it could be part of a carefully planned disinformation campaign?

All of this amounts to a big pile of shit, because we are flooded with so many stories and counter stories, that it smacks of excellent and well-planned dis-information or a counterintelligence mission at its most sophisticated and best. The only problem is that instead of deceiving some far off enemy, this deception plan was established to fool the American public into thinking that all the stories about UFO's in Phoenix were nothing more than military flares.

As hopefully I have demonstrated, this event is a near state of limbo as 99.99% of the story has not been told, despite being the most widely publicized UFO event since Roswell. As a witness to the impossibility of all these events, I could not ignore what I already knew, which was that there were huge craft invading our airspace. The only questions were whether or not they are human or ET?

As I sat here watching all these worldy events transpiring, watching all these seemingly unrelated events unfold, it was easy for me to see how all these things could be interconnected somehow. Because the best way to tell a lie is to wrap it up in the truth. And the bigger the lie the more people will believe it! (Adolf Hitler) In this respect I began figuring out what all the possibilities could be, only time would tell if these theories would be ruled out, or affirmed:

If the Hubble Space telescope and other theories about UFO's travelling behind Comet Hale-Bopp were true, then the government as far back as the discovery of hale-bopp in 1995 could have the ability to detect a UFO and prepare for their arrival. So if the government knew something big was coming and it involved UFO's, but they were not exactly sure what was going to happen.

Then they would have to have multiple scenarios drawn up in case of a major UFO event. This was to prevent a major UFO sighting event from creating mass hysteria and panic and also to debunk any credible sightings or any real evidence that might exist. We all want answers, but we can't always underestimate the impact that worldwide knowledge and acceptance of ET's would bring.

If there were an outbreak of UFO sightings involving strange lights in the skies, then they would have a squadron of slow-moving low-altitude aircraft specially fitted with rows of different colored lights flying low and slow.

A young astronomer from the Phoenix area, described seeing planes with rows of lights on it flying on March 13, 1997. In the movie, Independence Day released in 1996, a number of helicopters and other aircraft are fitted with large light arrays. So if Hollywood could dream it up and make it, how hard do you think it would be for the 160 Soar regiment or other "Funny," air corps could do the same?

What makes you think that the military strategists of our world's governments can't conceive of that for their own deception plans? If this theory is true then, we would expect that the UFO's would make the first moves, since the plans can only be initiated after the UFO sighting events have occurred. This fits the timeline of sightings in Arizona because there were two distinct sets of sightings. The first set of sightings began before 8pm local time and ended by 9pm. The second set of sightings occurred at around 10pm local time and continued until about 11pm.

Both the earlier and later events were nearly universally described as large craft in boomerang formation, triangular, chevron, V, and all described immensely huge solid craft of varying sizes and dimensions, but this is probably due to the difficulty of judging the size of an unkown object against a black sky. Even I as a truly trained observe had great difficulty judging the size of the craft I witnessed from 100 feet away!

Once the flight path of the UFO is ascertained via satellite and visual sightings is calculated – then I am sure the military would have multiple plans in place to fly special formation patterns in the sky, special light arrays on aircraft and helicopters and of course the flare drops. Of course any or all of these events would be calculated to confuse the public into thinking there were not UFO's or the reports are so varied- that no one came make any sense of it all.

An A-10 flying in an arc and dropping flares could easily account for the now famous flare drop videos of around 9:20pm local. I knew that the A-10 has the highest payload carrying ability of any single seat aircraft in the US arsenal. I learned that when I was a kid. Specially fitted A-10 Warthogs would be ideal for carrying heavy light generating and other electrical equipment.

Of course all of these human events would be intermingled with actual, very real UFO reports which could be genuine Alien Craft. To further isolate the number of people directly involved in the cover-up, they would probably have a number of crews stationed in the air at different points around Phoenix. The pilots who flew these missions may not have even known what their true mission was, until it was too late. T

hey may have been told to test these new tactical lighting apparatus, got to certain spot in the sky and fly a certain flight path. Who knows for sure…or the more sinister aspects of this case, like the wiring harness and remote control hijacking of the aircraft cannot be ruled out. Especially given the other confirmed stories of missing missiles and other military hardware and specialized parts.

These planes would be ordered to fly to a particular zone and do a preplanned "combat" maneuver. In essence they would be doing all the necessary components of a bombing run except their target was to drop flares in the sky at a specially modified rate, and special altitude, rate of climb, and compass direction.

The purpose of all this would be to confuse the reports given by ordinary citizens, whether or not the pilots who flew these missions knew what was happening or not. Or perhaps another squadron was dispatched to drop specially modified flares, flying special patterns meant to mimic patterns seen on real UFO's? Could this be the visiting Maryland A-10 Squadron or was the visiting squadron from Maryland part of the cover story, and had nothing to do with the deception plan.

But even in this case, the mission they were on, they called operation Snowbird, which perhaps not so coincidentally was the name of an admitted project of the sname name, which was deceive the public about UFO incidents.

The planes most capable and most likely used to carry out these maneuvers would most certainly have been the A-10 Thunderbolt II aircraft nicknamed the "A-10 Warthog." All of the A-10's flight characteristics make it perfect for the job. When I was 14 my uncle gave me a copy of Jane's Encyclopedia of Military Aircraft as a Christmas present.

I studied it voraciously until I knew every part, every special feature and every armament that every plane carried in the world's major air forces. The A-10 was designed for sub-sonic, very low altitude (treetop level) attack and bombing. In the Gulf War they were often used as tank killers using their huge General Electric Gatling gun with depleted Uranium bullets the size of milk cartons to blast through anything in their way.

Secondly, an A-10 can fly so low that a person on the ground can't hear them until they are already over your head…so in terms of jet noise, they can be very hard to detect from a distance. Also, although I have no direct knowledge of any noise canceling technology which the A-10's can use right now (declassified) I have no doubt that they have developed such machines and could have been employing it in Phoenix in March of 1997. The pilots might have even thought they were doing a routine mission?

Thirdly, the straight wing and extremely high weight carrying capacity of the wing pylons on the A-10 are perfect for rows of high power lights, and other advanced electronic gear. If my memory serves me correct, the A-10 has the highest lift to weight ratio of any single or two-seater airplane in our conventional arsenal.

The three characteristic's needed to convince people of seeing a man-made UFO were all part of the A-10's inherent design. The ability to fly really low and slow, combined with a near noise canceling near stealth like capability depending on speed, altitude, and other factors, if in a wooded area and an A-10 was coming up at treetop level, you may not hear it or see it until it was nearly about to go over your head.

Coupled with sophisticated arrays of lights and possibly even noise cancellation technology, the government could put on quite a show and could to the untrained eye be easily mistaken for any real Boomerang or Triangular shaped UFO's without too much effort or vast layers of government secrecy. I doubt that anyone with real piloting skills or exposure would mistake it for a plane in formation, but less qualified observers might.

The purpose of all this is to deceive the ordinary citizen into thinking that all UFO reports are just a bunch of Bull**** and has worked quite well for over fifty years! It worked with operation Snowbird in the 1950's and it worked in 1997 – so far. It also makes UFO researchers look like fools, by trying to make the impression that a few flare drops can account for hundreds of close up (less than 1/4 mile distance) reports of huge solid craft, scattered across the country but concentrated for some reason in the Phoenix, Arizona and Norfolk, Virginia areas…but why?

May 5, 1997 - NUFORC News Release RE: UFO's Over Arizona on March 13, 1997

By Peter B. Davenport - Director of National UFO Reporting Center, Seattle WA

The following is a preliminary summary of perhaps the most dramatic UFO sighting that has been reported to the National UFO Reporting Center over the last 2-3 years. Please note that this report is the result of some of the first data received by NUFORC, and is subject to revision depending on subsequent reports and data that may be received in the future.

Also, this summary has been composed before receipt of any written reports from the witnesses to the events. From experience, the staff of NUFORC knows that written reports almost invariably will cause preliminary findings to be amended or discarded. However, every attempt has been made here to make this summary as accurate a rendition as possible of those facts which seem to be the most reliable, and which were reported by more than one observer.

NOTE: This summary of events concludes with an account of allegations that the object(s) over Arizona that night were "intercepted" by two U. S. Air Force F-15c fighter aircraft from Luke AFB. However, despite the fact that there is some mild corroboration for this claim of military activities, other elements of this report are not able to be documented by the NUFORC staff at the time of this report.

The first call received over the UFO Hotline (206-722-3000) was from a former police officer, who called to report that he and his family had just witnessed a bizarre cluster of red lights moving very rapidly across the night sky in the vicinity of Paulden, Arizona, (approximately 30 miles north of Prescott, AZ) at about 8:16 p.m. (local time) on Thursday night, March 13, 1997.

The man who called, a rational, sober-minded and eloquent sounding person, described having witnessed with his family a very strange cluster of distinctly red-orange lights, which consisted of 4-5 red lights "in the lead," followed by a single light which appeared to be "standing back from the others." The lights in the lead gave the impression of being in a "V" formation, somewhat like a wedge or boomerang in shape. That was the first of many dozen calls that were received over the subsequent two days.

Subsequent calls then started pouring in to the Hotline from locations to the south of Paulden, AZ. The next calls received were from the vicinities of Prescott and Prescott Valley, approximately 50 miles north of Phoenix. Several individuals called from that vicinity to recount that approximately 8:17 p.m., they witnessed 4 or 5 very bright white lights pass overhead. Several of the observers reported that the object appeared to be triangular in shape, with a somewhat complex grouping of lights along its side.

One of the observers in Prescott reported that the orientation of the distinctly white lights appeared to change while she and her family were observing the object. However, the lights formed a distinctly triangular pattern in the sky. Another observer was standing outside with his wife and sons in Prescott Valley, when they noticed a cluster of lights to in the west-northwest of their position. The lights formed a triangular pattern, but all of them appeared to be red, with the exception of the light at the nose of the object, which was distinctly white. The object, or

objects, which had been observed for approximately 2-3 minutes with binoculars, then passed directly overhead the observers, they were seen to "bank to the right," and they then disappeared in the night sky to the southeast of Prescott Valley…

Even though the night was very quiet, none of the observers described above heard any sound emanate from the object. All of them emphasized that the object "glided" through the sky, and made absolutely no noise whatsoever…All of the observers volunteered during their telephoned reports that they had strained their ears, trying to hear some sound from the object, but none was heard, which contributed to the eerie nature of the sighting.

The next sighting was reported from Dewey, AZ, located approximately 10 miles to the south of Prescott. Five adults and youth were driving north on Highway 69 to an appointment in Prescott, when they witnessed a very large cluster of lights, which formed a "V" shape in the sky. The driver pulled off the road into a grocery store parking lot, and all the occupants got out of their car in order to get a better look at the object. By this time, the object was directly above them, where it appeared to hover for several minutes.

The member of this group who called the Hotline reported that the object was so large that, if he clenched his fist and held it at arm's length, he could not cover the size of the object with his fist! In addition, he reported that based on his flying experience, he estimated that the object was not over 1,000 feet above the ground. He emphasized that there was absolutely no sound emanating from the object, - it was absolutely silent, and it was moving at a very slow pace, considerably slower for example than a light aircraft would have been seen to move at that (assumed) altitude.

He added that he could see a small, private aircraft in the vicinity of the object overhead, and that the aircraft appeared to be heading in the direction of the Prescott airport. More about this aircraft is described below in the description of the alleged interception of the strange object by F-15's farther to the south. One particularly noteworthy aspect of this observer's report is that he had called both Prescott Airport, and Luke AFB to report the sighting.

The female operator at Luke AFB volunteered to him that their switchboard had been deluged with reports about the strange object. Later statements from Luke AFB alleged that they had received no calls about the object. The next calls to arrive were from Chino Valley, Tempe, Glendale, Phoenix, Kingman, and Tucson…

Many people called from those areas, far too many to describe in detail. One of the most interesting reports, however, was from a young man, who identified himself as an "amateur astronomer," who resides in west Phoenix. His description of the object, which he saw to the west of his home, appeared to be a cluster of solid, unblinking lights, which moved in an unwavering procession from the north to south.

He could discern, he thought, that each of the individual lights in fact was two smaller lights. Also, he reported that he observed two aircraft in the vicinity of the object, one of which appeared to turn away from the object to the west, and the other which turned to the east.

Another interesting report was submitted by a young mother, who stood outside her home,

located in Phoenix approximately 1 mile south of Camel Back Mountain, and watched the object with her children for 5 minutes. She reported that the object was directly over her house, and that it was larger than her clenched fist when held at arm's length! The object appeared to have lights along its sides, such that the lights gave the viewers on the ground the impression of a "boomerang" or "arrowhead" shape.

After approximately 5 minutes, the object began to move slowly to the south. However, before the object disappeared from sight to the south, it appeared to "fire" out to the front of it a red beam of "laser light" for an instant. Then, as it moved slowly to the south, the lights of the front and sides of the object seemed to dim and fade from sight. There were no lights visible on the aft end of the craft as it moved away from the observers.

The object just disappeared from sight in the southern sky…The object was next seen in Tucson, where a man watched the formation of lights for what he estimates to be 15 minutes…from 8:45 to after 9:00 p.m., he estimates. He reported to us that the lights had come from the northwestern sky, maneuvered overhead for 5-10 minutes, and then moved off to the south in "nose to tail" formation, disappearing from sight as they moved over the mountains. The last location to report was Kingman, AZ, where a young man, enroute to Los Angeles, called from a phone booth to report having seen a large and bizarre cluster of lights moving slowly in the northern sky.

May 27, 1997 – Craig Button's Trainer Dies in Crash?

May 27, 1997 - Another A-10 Crashes, Investigation Alleges Pilot Error

http://www.aerotechnews.com
by Leona C. Bull, staff writer

"...Capt. Amy Lynn Svoboda graduated from the Air Force Academy in 1989 before going to undergraduate pilot training at Reese Air Force Base, Texas. Following pilot training, she remained at Reese AFB as an instructor pilot in the T-37 trainer aircraft. In the spring of 1996, she went to Davis-Monthan AFB for A-10 training. One of 14 female pilots in the Air Force, Svoboda was chief of training for the 355th Wing's 354th Fighter Squadron. She is the first female Air Force fighter pilot to die in a crash...."

"...Capt. Amy Lynn Svoboda graduated from the Air Force Academy in 1989 before going to undergraduate pilot training at Reese Air Force Base, Texas. Following pilot training, she remained at Reese AFB as an instructor pilot in the T-37 trainer aircraft. In the spring of 1996, she went to Davis-Montham AFB for A-10 training. One of 14 female pilots in the Air Force, Svoboda was chief of training for the 355th Wing's 354th Fighter Squadron. She is the first female Air Force fighter pilot to die in a crash...."

The Air Force's Air Combat Command has released the official accident investigation report, on the May 27th crash of an A-10 jet on the Barry Goldwater range complex, near Gila Bend, Ariz.. Capt. Amy L. Svoboda, a 29 year old U.S. Air Force fighter pilot, died in the crash.

"Fragmentary remains have been recovered" from the crash site, a spokesman told CNN. They were flown to the Armed Forces Institute of Pathology in Washington, D.C. for positive identification. The cause of the crash was not confirmed. Investigators picked through the wreckage at the Barry Goldwater Air Force Range, about 50 miles southwest of Phoenix.

Svoboda was one of six women qualified to pilot an A-10 ground attack aircraft. She had more than 1,400 hours piloting jets, said Maj. Edward Worley, a Pentagon spokesman. It is the fifth crash of an A-10 Thunderbolt, also known as the "Warthog," in the last eight months. The $8.8 million aircraft is designed to attack ground targets, including tanks, and was used extensively during the Persian Gulf War.

The Air Force report released last week, states that pilot error caused the crash, but that the darkness of the moon less night contributed to the catastrophe. Svoboda's A-10 was part of a two ship night surface attack training mission. Both pilots were using night vision goggles, while making bombing runs against range targets. The investigation also concluded, that "night vision goggles she wore reduce a pilot's peripheral vision and depth perception," although, other pilots have reported not having any troubles with the night vision goggles.

The two A-10 aircraft were supported on the mission by an A-10 forward air controller aircraft and an A-10 forward air controller instructor aircraft. During the training mission, the pilot flying the forward air control aircraft saw another A-10 below him at an altitude between 3,000 and 4,000 feet above ground level. The forward air control pilot observed Svoboda's aircraft in a

right bank and in a 15 degree nose low attitude. According to the planned mission profile, this was at a time when Svoboda's aircraft should have been at an altitude between 7,000 and 8,000 feet above ground level, flying straight and level, or climbing.

In response, the forward air control pilot made a radio call for the pilot of the aircraft to "check dive angle." Svoboda responded by rolling further right to a nearly inverted position. Col. Harlan Mickelson of Davis-Monthan Air Force Base's 12th Air Force headquarters said, "I am certain that Amy thought she was right-side up, because we found the engines at almost full power."

Unaware of her true position, the report concludes that the pilot mistakenly pulled back on the stick to initiate what she thought would be a climb; this put her in an inverted dive, from which she could not recover.

Mickelson, who headed the investigative board, said Svoboda reported seeing four bomb impacts, meaning she would have had to twist around to see outside the right rear of her plane. "She should have been concentrating on her flight instrument panel," he said. The accident investigation teams analysis included a study of the aircraft's engines, flight controls, egress and life support systems, instruments, oxygen system, hydraulic fluids and other aircraft systems, plus an examination of the aircraft's maintenance records. The maintenance and material analysis led the team to rule out mechanical failure.

Svoboda graduated from the Air Force Academy in 1989 before going to undergraduate pilot training at Reese Air Force Base, Texas. Following pilot training, she remained at Reese AFB as an instructor pilot in the T-37 trainer aircraft. In the spring of 1996, she went to Davis-Montham AFB for A-10 training.

One of 14 female pilots in the Air Force, Svoboda was chief of training for the 355th Wing's 354th Fighter Squadron. She is the first female Air Force fighter pilot to die in a crash. It was the second crash involving an A-10 from Davis-Monthan in as many months. On April 2, an A-10 Thunderbolt flown by Capt. Craig Button vanished after it broke off from a training mission.

How is it that Craig Button disappears two weeks after the Phoenix Incident and then less than 60 days later, his next in command, the commander of his squadron dies in a plane crash?

If I had suspicions of a cover up – before, the death of Captain Svoboda could very well be a part of the cover-up of Craig Button's death and or related to the events that happened on March 13, 1997 and the flare drop scenarios.

It is standard military protocol to report anything that might be "bad," to your immediate superior officer, before going outside of protocol. To side step your CO is not a good thing, even if you are blowing the whistle on something very bad, your CO should know first.

Even more disturbing is that if the theory that these craft were remote controlled, as Craig Button's aircraft may have been, this same system could be used to crash Capt. Svoboda's craft and it would for all intents and purposes look like pilot error. If these conspiracies are true, then

each death brings us closer and closer to never finding out the truth about these events. I can only hope that some brave soul will come forward to set the record straight about what really happened to these soldiers. If it were my son, or brother or sister, I would want someone to explore these things and get to the truth.

If I am wrong and these are but mere coincidences, I hope the families of these and other airmen will understand and forgive me, I am only trying to get the truth and we are clearly not being told the truth. Beyond that one statement we can only speculate on the extent, purpose and justifications for these actions – assuming this was sanctioned by the military and not some rogue paramilitary group with nefarious objectives that need no excuse, no explanation and answer to no one.

You need only review the history of the infamous Area 51 to know that such places and conditions exist. If you were shot and killed near the Area 51 perimeter – what judge could order a search warrant, what police or FBI agency could gain access? Not even the president of the United States is allowed to enter!

Hundreds of tiny flags marked the sites of debris scattered by the impact, which created a blackened crater 10 feet deep and 50 feet wide.

Svoboda, a 1989 graduate of the Air Force Academy, had gone through pilot training after the secretary of defense lifted a ban in 1993 on women flying combat aircraft.

She became an aircraft instructor pilot before arriving in Davis-Monthan in 1996 for A-10 training. She was made chief of A-10 training for a combat-ready squadron and logged more than 1,400 hours as a jet pilot.

The last A-10 pilot based at Davis-Monthan to die while flying was Capt. Craig Button, 32, whose jet vanished April 2 over the same bombing range. An extensive 18-day search led to the plane's discovery on a snow-covered Colorado mountainside.

June 1997 - The Media's Response to the Phoenix Lights

People Magazine: Eight UFOs in Massive Alien Encounter 50 years after Roswell

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This is the sensational picture which finally proves that we are not alone... UFO fever has swept America after a series of astonishing sightings which no scientist has been able to explain. Thousands of people watched in amazement as up to eight UFOs flew barely 500ft above their homes in formation, blotting out the stars as they glided through the sky.

The finest scientific and military brains have ruled out every single earthly possibility. And the witnesses in the normally sleepy state of Arizona are definitely NOT cranks. They include pilots, doctors, lawyers - even air traffic controllers who were terrified as the flashing lights hovered above them.

Now, three months later, many have reached the unthinkable conclusion - that after years of hoaxes, these really WERE flying saucers from outer space. And this picture - taken from secret video footage submitted to UFO investigators in Arizona - confirms that view.

March 13, 1997 - the day of the sightings - has acquired historic status among UFO experts. It comes almost exactly 50 years after the famous Roswell incident in neighboring New Mexico, another landmark case in UFO history. Many people claim a flying saucer crash-landed in the desert and that alien bodies were recovered - but that the US Government launched a cover- up operation to avoid widespread panic.

The incident was depicted in the C4 TV series, Dark Skies. The US Air Guard tried to explain away the Arizona incident by saying that soldiers launched a number of flares for target practice that night. But UFO experts claim this does not account for the huge number of different sightings. And when last week computer picture analyst Mike Tanner confirmed that the video footage of the crafts' lights showed they were different to any earthly light in Arizona, even the skeptics were convinced.

The unexplained lights were different in shape and brightness from the flares. The first sighting of the amazing V-shaped formation of craft came from a retired police officer in Paulden, Arizona. He described "a cluster of red-orange lights" heading south.

A second call to Arizona's UFO Centre came from the nearby town of Prescott, with a report of one red light and four white ones hovering overhead. A boy scout in Phoenix was stopped in his tracks by the bizarre spacecraft and called police. Breathless with both excitement and fear, he said: "It is like a stealth bomber, in a V-shape with three lights. It is moving slowly. It must be a UFO." Gradually the trickle of calls became a flood.

The police switchboard and UFO hotline were jammed as people throughout Arizona rushed to their phones. A young mother watched awestruck with her children as the craft glided over their home.

A secret report from America's National UFO Reporting Centre, obtained by The People, said: "The woman told us the cluster of lights was directly overhead her house and was larger than her clenched fist when held at arm's length. The object appeared to have lights along its side, which gave the impression of ***a boomerang or arrowhead shape***. It was totally silent. After five minutes it moved slowly to the south. But before it disappeared from view it appeared to fire out a beam of red laser light for an instant. Then the lights seemed to dim and just fade away."

Pilot and air traffic controller Bill Grava, who was on duty at Arizona's main airport Sky Harbor, said: "It was incredible. I have never seen anything like it. The whole thing has no explanation."

Robert Dennis, a solicitor from Phoenix, said: "I used to think people who believed UFOs existed were bonkers. Well, if that's so I must be bonkers because I have absolutely no doubt that what I saw came from outer space."

Lt Col Mike Hauser, of the Luke Air Force base near Glendale, Arizona, said: "People thought it must be one of our planes. I can only tell you that it wasn't." And Peter Davenport, director of the Seattle UFO Centre, was certain.

"This was - or these were - ultra-sophisticated craft that did not come from this planet. We are confused as to the exact details but make no mistake, what happened that night in Arizona was an astonishing event. I think we now know this is for real."

Walt Andrew, head of the Mutual UFO Network, said: "There is an incredible amount of activity in this part of America. There must be a reason for it. Perhaps the craft are drawn to the area for a reason. But we don't know what it is." Across America there has been a desperate scramble for pictures of the spacecraft.

President Bill Clinton has been informed and major news networks have clamored for new information, their hunger fueled by the failure of the authorities to find a rational explanation. Richard Motzer, the Arizona investigator in charge of the sightings probe, has still to reveal his final conclusions.

He is a cautious man. Many previous investigations have ended in disappointment as fakes, hoaxes and spoofs. But he acknowledges that this time it is different. "We just do not know," he said. "And after three months, if this was something ordinary, we almost certainly would."

June 18, 1997 – Mainstream Media is Flooded with UFO Stories

Unbeknownst to me and unseen by me, the stories about the Phoenix Events for some peculiar reason all broke on a national level on the same day, nearly 4 months after the initial events occurred in March of 1997…

The dirt on Amy Lynn Svoboda and Craig Buttons Graves sites was barely rained on – if the stories were being suppressed – to clean up any loose ends, then this would explain why it might have taken so long for the national news stories to break the Phoenix Lights Story.

June 18, 1997 – USA TODAY: Arizonians say the Truth about UFO is Out There

From : USA Today Author: Richard Price

PHOENIX, Ariz. -- Something happened in the skies over Arizona the night of March 13. No one is sure what it was, but thousands saw it, dozens videotaped it and people all over the state are haunted by it still.

"I'll never be the same," Bill Greiner, 51, a cement truck driver, says. He was hauling a load down a mountain north of Phoenix when he saw two brilliantly lit orbs, shaped like spinning tops. "Before this, if anybody'd told me they saw a UFO, I would've said, `Yeah, and I believe in the tooth fairy.' "Now I've got a whole new view. I may be just a dumb truck driver, but I've seen something that don't belong here."

So what did Greiner and everybody else see? That question has rattled around this state for three months. Officials at Luke Air Force Base in nearby Glendale are bombarded with calls for an investigation, even though the U.S. government is officially out of the UFO business. The subject surfaces constantly on talk shows.

And the army of people demanding answers has grown to the point that a Phoenix city councilwoman has launched an inquiry. It could have been a hoax. It could have been an illusion. It could have been almost anything. But the events of March 13 may add up to the most contentious and confounding UFO report since the so-called UFO age was launched 50 years ago by the legendary crash of a "spaceship' ' outside Roswell, N.M.

The sightings come at a time when interest in UFOs borders on a national obsession, saturating the movie industry, television and literature. A poll this month by CNN and Time magazine found that 22% of adult Americans believe intelligent beings from other planets have been in contact with human beings.

A Gallup poll last September found that 72% of Americans think there is life on other planets. And 71% said they think the U.S. government knows more about UFOs than it's telling. "The fact is that more people are seriously interested in UFOs now than they ever have," Don Ecker, research director and news editor at UFO Magazine, says. "Convincing the government may be an exercise in futility, but it's not hard to find believers on the streets."

Huge, V-shaped object

Certainly, that's the case here these days. “The incident over Arizona was the most dramatic I've seen,” says Peter Davenport of the National UFO Reporting Center in Seattle, Wash. He brands most UFO reports “hogwash,” but not this one. “What we have here,” he says with conviction, “is the real thing. They are here.”

Arizona authorities routinely refer UFO reports to Davenport's office. The first call that Thursday night came at 8:16 p.m. from a retired police officer in Paulden, 60 miles north of Phoenix. He reported a cluster of five red lights headed south. Less than two minutes later, a call arrived from Prescott, 15 miles south of Paulden. The second report described one red and four white lights.

One minute after that, Davenport's phones exploded with calls from a succession of cities: Wickenburg, Glendale, Phoenix, Scottsdale, Tempe. Police department phones were jammed. Callers flooded the lines to Luke Air Force Base and media outlets. The event lasted 106 minutes. Some callers said they saw orbs in the sky. Others saw triangles. By far the most common description -- and the one captured on videotapes -- was that of a V-shaped object. It had seven lights -- three on each prong of the V and a seventh “trailing light” set apart from the others. Occasionally, some of the lights blinked out.

Witnesses generally agree on three things. First, it was enormous. The most conservative estimate describes it as three football fields long. Computer analysis of the tapes puts it at 6,000 feet, or more than a mile. Second, it made no sound. Third, it moved slowly over Phoenix, cruising at 30 mph. Several times it hovered in place in the sky.

Pilots in the region asked air traffic controllers to identify the lights, but the controllers couldn't help. Although controllers could see the lights, they say nothing showed up on their radar screens.

“Weird, inexplicable,” says Bill Grava, a pilot and a controller for 12 years who had tower duty that night at Sky Harbor International Airport here. “I still don't know what to think, and I have no idea what it was. Something military, I guess.”

Dana Valentine, 31, was sitting in his yard in Phoenix when the lights headed his way. The laser printer technician ran in and grabbed his father, an aeronautics engineer, and both gaped skyward as the lights passed 500 feet directly above them.

“We could see the outline of a mass behind the lights, but you couldn’t actually see the mass,” Valentine says. “It was more like a gray distortion of the night sky, wavy. I don't know exactly what it was, but I know it's not a technology the public has heard of before.' '

Down the road, Tim Ley had just come home and was climbing out of his car when he saw the lights. He ran in and snatched his wife, Roberta, in time to watch the formation slide silently above them.

“It was astonishing, and a little frightening,” Ley, 54, a management consultant, says. “It was so big and so strange. You couldn't actually see the object. All you could see was the outline, as though something was blotting out the stars.”

Like most witnesses, Ley found the lights extraordinary. “They weren' t bulbs,” he says. “They looked like gas. There was a distortion on the surface. Also, the light didn't spill out or shine. I've never seen a light like that.”

Neither has anybody else, according to Michael Tanner and Jim Dilettesso. They're two of four partners who own Village Labs, a Tempe, Ariz., firm that designs computerized special effects for Hollywood and supercomputers for the federal government. They moonlight as analysts of UFO tapes.

They ran a computer analysis of videos shot by amateur observers, comparing the mysterious lights to every other light on the Phoenix skyline videotaped that night. The lights overhead were dramatically unique, they say -- a perfectly uniform light with no variation from one edge to the other and no glow. They have ruled out lasers, flares, holograms and aircraft lights as sources. “I have no idea what they were,” Dilettesso says.

For his part, Tanner has been videotaping witnesses and sorting out the chronology. His present view: There were four objects, including the V formation, all arriving out of the north at about the same time and leaving the same way they came.

But neither man is a scientist by training. They're businessmen who rely on the sophisticated software of others. So while their work goes on, Phoenix Councilwoman Frances Barwood is leading the cry for an official probe. She took on that role at a council meeting May 6 when she asked City Manager Frank Fairbanks whether anyone was investigating the incident. She was the first official to raise a question publicly, and local media jumped on it. Then the calls started pouring into her home and office from people who had seen it.

“There were 37 the first day,” Barwood says. “After that, it climbed into the hundreds. I got calls from doctors, lawyers, celebrities. “A Little League coach called to say both teams and their families had seen this. Most wanted their names kept out of it, but they wanted answers. Heck, if I had seen it, I'd want answers, too.”

No official investigation

Barwood's path to an official answer, however, has gone the usual route of UFO investigations, which is a road to nowhere. Phoenix officials say the city can't investigate because “we have no air force,” Scott Phelps, spokesman for Mayor Skip Rimsza says. “It's way beyond our resources to chase lights in the sky. We pick up trash. Call the governor.”

Gov. Fife Symington's office isn't involved, either. When a caller to his regular weekly radio program asked him about it, Symington said it was the first he'd heard of it. No official action is planned.

Barwood wrote U.S. Sen. John McCain, and he referred the matter to the U.S. Air Force in Washington, D.C.

The Air Force closed the case last week by announcing that it would do nothing.

That's because the U.S. government hasn't officially been involved with UFOs since 1969, when the Air Force shut down Project Blue Book, the UFO investigative service created after the Roswell incident. "This is a matter for local jurisdictions," Air Force spokeswoman Gloria Cales says.

In other words, the city says it's an Air Force matter, and the Air Force says it's a city matter. The upshot: No government agency is investigating. One private organization has investigated, however. Arizona's state director of the Mutual UFO Network, a band of 5,000 investigators around the country, has proclaimed it a UFO. That's unusual. Only about 5% of UFO sightings earn that distinction from this group.

"I can't vouch for it being extra-terrestrial," state director Tom Taylor says. "It could be military-related, although I find it difficult to believe the military would let it fly around like that."

At Luke Air Force Base, beleaguered Lt. Col. Mike Hauser says the calls keep coming.

People are angry and demanding. They want an investigation. They allege a cover-up.

"They're calling us liars," he says.

"I take great exception to that. I've answered every question. We have nothing to hide. But the fact is that we . . . don't investigate UFOs."

Hauser does acknowledge that F-16 fighter jets were in the air that night. He adds, however, that they had nothing to do with funny lights in the sky. The jets were on a routine training mission. But Hauser will never convince the cement truck driver. The two brilliantly lit orbs that he saw were mostly white with orange perimeters and pulsating red centers.

Greiner's route took him within a mile of the base, and he says one of the orbs was over the base when three F-16s took off and veered right for it. Then it shot straight up and disappeared "like a blink of an eye, " Greiner says. "It was crazy. I know those pilots saw it. Hell, I'll take a lie detector test on national TV if that guy from the base does the same thing.

"I wish the government would just admit it. You know what it's like in this city right now? It's like having 50,000 people in a stadium watch a football game and then having someone tell us we weren't there.' '

Richard Price, *Arizonans say the truth about UFO is out there*. , USA Today, 06-18-1997, pp 04A.

June 19, 1997 – ABC Interviews Phoenix Lights Witnesses

Author: MICHAEL GUILLEN, PhD, CHARLES GIBSON
June 19, 1997 – ABC Good Morning America – Interview with Phoenix Lights Witnesses

CHARLES GIBSON, Host: This story certainly fascinates me. In Arizona, back on March 13, hundreds of people in the Phoenix area, indeed all over the state, reported seeing something rather unusual hovering in the night sky. And no one seems to be able to explain what it was. It was captured on home video, and while there has been no official investigation to find out exactly what this could have been, some people have come to the conclusion it was a UFO. Joining us now from KNXV-TV in Phoenix are four eyewitnesses to this event. Tim and Bobbi Ley, their son, Hal, and their grandson, Damien. And here in our studio to try to figure out what might have happened, our science editor, Michael Guillen.

Bobbi Ley, let me start with you. I gather this went directly over your house?

BOBBI LEY, UFO Witness: Yes, it did.

CHARLES GIBSON: Can you describe it?

BOBBI LEY: Sure. It came from the northwest, and we saw it from quite a distance, and the lights were very small. It took about 12 to 15 minutes to come in our direction. And we could see then that it was a V-shaped formation, and also that the ends of this V-shaped formation were very square. And then we saw it as it went completely overhead, it was extremely close to us, and it -- as it went right over us, the right wing went directly over us and our house. And my husband and I were standing right there together and the kids were out there.

CHARLES GIBSON: Tim, do you have a sense of how high it was?

TIM LEY, UFO Witness: Yes, I would say that it was in the neighborhood of 150 or so feet over the house.

CHARLES GIBSON: That close? And moving how fast?

TIM LEY: Thirty-five miles an hour.

CHARLES GIBSON: And making any noise?

TIM LEY: Not a single sound. That's what -- you know, when it first started coming over, and it was so big, it was, like, 600 or 800 feet long, this one arm. The kids, when it was coming over, and there was no sound, and the kids started jumping up and down and thinking, "Hey, Independence Day," you know. No, really, they -- we got scared for a second. But it just passed over absolutely silently without a sound. There wasn't even a whooshing sound from any noise whatsoever. And you could see the shape of it as it went across the stars. You could not see any light reflecting from it, although there were five lights set up inside of it.

CHARLES GIBSON: And...

TIM LEY: And I...

CHARLES GIBSON: And Hal, let me ask you, how -- did it disappear slowly, or did it just go away all at once?

TIM LEY: Oh, no, it stayed -- it went through the mountain gap and continued -- we watched it continue for about five or six more minutes as it went down over towards Phoenix.

CHARLES GIBSON: Hal, what was your reaction to all this?

HAL LEY, UFO Witness: Well, I was really scared, because this thing flying over your house when you get home, and it was so big, because it covered up a couple of the blocks. And...

CHARLES GIBSON: Let me ask Damien. Was it -- did it look threatening to you, Damien?

DAMIEN TURNIDGE, UFO Witness: It looked a little big, like a big old triangle, because I -- the first thing I thought of was a Stealth bomber. Got a little freaky. But then when it ran -- when it went by us, nothing happened, so we started chasing after it like there was nothing wrong.

CHARLES GIBSON: All right, Michael Guillen, your theory?

MICHAEL GUILLEN, Ph.D., Science Editor: Oh, boy. Well, you know, Charlie, maybe it was a flying saucer from another planet, as a lot of these folks believe. But maybe, and more likely, it was a military craft. You know, what interested me is that the air traffic controllers said they didn't see it on the radar screen even though they could see it with their eyes, so that reminds me of Stealth. And then, if you look at the Stealth aircraft out there, you see that there is a very pronounced V-shape to the wing shape of a Stealth bomber. And if you look at this computer-generated representation of the thing that was seen, look at that, look at the similarity. So it could be either this generation or a later generation of Stealth that's being tested out that can hover.

Bottom line is, scientists are no longer investigating UFOs. I think that's a shame, because this seems like a very intriguing situation. So what we're going to do is, we're going to do the next-best thing. We're going to take all the videotapes that were shown, that were taken by all the folks who saw this thing, and we're going to have them analyzed by a scientific lab. And we're coming back later this summer to show our viewers what we found. So at least we can find something about the truth.

CHARLES GIBSON: Michael, I understand the Stealth analogy, and yes, it could be a later generation of that being tested by the Air Force. But it was moving so slowly, and no noise.

Dr. MICHAEL GUILLEN: Yes, but the problem is that when you say it would -- didn't make any noise, it was moving slowly, presumes you really know what the distance and the size was, and that's a real tricky thing to do. The bottom line is, the image of a quarter held at arm's length

is exactly the same size as the image of the moon a quarter million miles away. How do you tell the difference? So even though these folks swear that it was 130 miles or that it went 35 miles an hour, try as you will, the human brain and the human senses are just not equipped to be that reliable. That's the problem.

CHARLES GIBSON: All right, off to independent analysis you go...

Dr. MICHAEL GUILLEN: Yes.

CHARLES GIBSON:... with the videotapes.

Dr. MICHAEL GUILLEN: You bet. This is intriguing.

CHARLES GIBSON: I hope they can come up with something. It is fascinating.

Dr. MICHAEL GUILLEN: Yes, so do I.

CHARLES GIBSON: Yes. And I thank the Ley family very much, their eyewitness account.
(Commercial Break)

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June 19, 1997 – CNN: What were those lights in the Phoenix sky?

By CNN News Reporter

Researchers still sorting out hundreds of witness accounts

PHOENIX (CNN) -- When it appeared in the Arizona sky on the night of March 13, it was witnessed by hundreds of people. Neither researchers nor witnesses have yet figured out what Arizonans saw in the event now dubbed "the Phoenix Lights." But that hasn't stopped them from trying to puzzle it out.

Tim Ley and his family are among the hundreds of witnesses who have come forward to talk about the Phoenix Lights. They first saw the lights while looking north from their Phoenix home.

Now, their recollections of what they saw have been transformed into computer images, using a combination of digital photos of the landscape taken by Ley and computer drawings of the objects his family saw in the sky.

"When it finally got here and we realized this thing was coming right over us, we really started getting antsy," Ley said. Then, said he and his son Hal, it went directly overhead in complete silence.

Tim Ley said that when the right side of what appeared to be a giant passed directly over him, the left side was a couple of blocks away.

His wife, Bobbi, who also saw the aerial light show, said the size of the craft they saw was overwhelming. But, she said, "It didn't seem threatening. ... When it was right overhead and we couldn't hear a sound, it was like you're just awestruck."

Jim Dilettoso of Village Labs, who has been researching UFOs for 20 years, is in the process of reconstructing the incident with a virtual reality model.

The Leys are among the hundreds of witnesses he interviewed about the Phoenix Lights. He said he considers the family to be "very reliable," and their data "very important," because by their account they were so close to the craft.

While nobody knows for sure what the Leys and hundreds of others saw, Tim Ley is sure his family will never forget that night. He said it has changed his outlook on the UFO movement, turning him from a "polite skeptic" to someone quite open to the experiences of UFO believers.

"We just re-experience it every time we tell it," said his wife. "It's like it was just yesterday. We've never seen anything like it."

June 23, 1997 – Phoenix Lights Eyewitness Tim Ley describes UFO

On Monday, June 23, 1997, Phoenix Lights Eyewitness Tim Ley and Jim Diletteso participated

in a talk show in Gainesville, Florida, hosted by Todd Lewis. The discussion basically was an overview of the incident with Mr. Ley retelling the events and Mr. Diletteso expressing his belief in UFOs and how he was reconstructing the sighting using a virtual reality model.

Mr. Ley made some comments concerning his sighting of the craft on March 13, 1997 in Phoenix, Arizona, which I'm not sure had been previously reported. Everything I had read stated the craft slowly flew over Phoenix and once again slowly drifted away.

Mr. Ley states the v-shaped craft shoot into view traveling at mach 1 or higher before coming to a halt over his and wife's head. He also stated the craft was not black, but non-descript and blended in with the sky. He also stated that the craft had a row of lights which were only discernible when the craft was banking at the correct angle.

June 23, 1997 - 9:30pm MST - Las Vegas, NV - Giant V-Shaped UFO Seen

Several UFO incidents took place in the southwestern United States, which were worth noting. The first of these took place at 9:30 p.m. on Monday, June 23, 1997, near Las Vegas, Nevada. According to an AP report, Las Vegas Metro Police received "quite a few calls" from residents, who reported a giant wedge-shaped or V-shaped UFO northwest of the city, near Area 51. "A police dispatcher who declined to give her name said she and other family members spotted the mysterious object hovering in the sky about 9:30 p.m."

“It was like a pyramid or a V-shaped wedge, with pulsating yellow lights,” the dispatcher told the Associated Press. “It split up; then it came back together.” “We got quite a few calls on it. From all reports, it was something similar to what was seen over Phoenix on March 13, 1997. It looked like they took the lights of a football field and put them way up in the sky,” said the dispatcher's niece, who also requested anonymity.

The woman said she has never witnessed such a display in the 37 years she has lived in Las Vegas. She said her husband and three children witnessed the lights, as well. “They were these huge round lights, like they were in formation,” she said, “They were in a wide V-shape and they broke up and disappeared.”

June 24, 1997 – Air Force issues Roswell Report

On June 24, 1997 - CNN reported that the Air Force says it will release a report within a week on a 1947 crash near Roswell, New Mexico, that has gained cult status as a suspected UFO incident. "There is not going to be anything new, I think, in this report," says Air Force spokeswoman Gloria Cales. "It's going to substantiate what we've said all along." (Why am I not surprised?)

After initially announcing it had recovered the remains of a flying saucer in 1947, the Air Force corrected itself the next day and claimed the wreckage was a weather balloon. The sudden reversal, the exotic nature of the subject and the lingering suspicion that the government knows more than it is saying have given rise to a case that has assumed legendary proportions. A number of books have been written about the incident, and it is considered by UFO buffs to be the biggest cover-up in U.S. history. It was also mentioned in the movie "Independence Day," which featured a super-secret government lab where scientists had studied alien cadavers for decades.

This year marks the 50th anniversary of the "crash," and it has been receiving considerable attention in the media and elsewhere. The city of Roswell, among others, aims to cash in on it. "Something happened here and it's probably the most credible UFO event in the world," says Mayor Tom Jennings. "We've taken that and developed it into a whole new industry -- tourism."

The town's historic Plains movie theater is now a UFO museum -- one of two in town -- and has a big flying saucer on the roof. Roswell sits on the plains east of the Sierra Blanca mountain range in southeastern New Mexico. It is in the center of the state's gas and oil industry, but it expects its population of 48,000 to double as UFO believers, researchers and the curious flock to town from July 1 through 6 for a golden anniversary of the event. Time magazine's June 23 cover story about the incident says the wreckage in question was found along a 200-yard swath of land on a sheep ranch belonging to J.B. Foster, 85 miles northwest of Roswell.

It was spotted by rancher W.W. ("Mac") Brazel and consisted of rubber strips, tin foil, wood sticks, adhesive tape, other tape with a floral design and a tough, resilient kind of paper. Brazel thought so little of the discovery that he neglected to mention it for days. But the story has taken on a life of its own since.

Further confusing the issue has been the Air Force's conduct, first in claiming it had the wreckage of a UFO and then denying it. It contradicted itself again in 1994, saying that the wreckage was in fact part of a device used to detect Soviet nuclear tests. A source told Time that the wreckage came from a secret operation called Project Mogul, which launched trains of balloons carrying acoustical equipment into the atmosphere to monitor Soviet tests.

The new report, which the Air Force would not elaborate on, is also expected to address the issue of alien "bodies" which witnesses reportedly saw near the wreckage. Among the reports was one from a Roswell mortician who claims he received an inquiry in 1947 from a nearby air base about child-sized coffins. But according to Time those reports can be explained by another Air Force project conducted in the area in 1947.

Were dummies mistaken for aliens? It involved dropping dummies from high-altitude balloons to study the results of the impact from high-altitude parachute jumps. Says Time, "Witnesses' descriptions of the 'aliens,' the Air Force notes, closely match the characteristics of the dummies: 3 1/2 ft. to 4 ft. tall, bluish skin coloration and no ears, hair, eyebrows or eyelashes." The magazine quotes an Air Force spokesman as saying, "What quite likely happened is that people who saw these dummies mistook them for aliens."

June 30, 1997 – Glowing Balls of Light in Phoenix

There is still a hive of UFO activity in and around Phoenix! Many people reported seeing the objects, described as glowing balls of light. Eyewitnesses videotaped the sightings, and these tapes were played on the local Arizona nightly news as the "lead story"! UFO activity is continuing!

Just this week, on the evening of Wednesday, April 16th, several people, reported a fantastic UFO sighting over Uptown Sedona. It consisted of two rows of glowing objects that appeared to be connected by a cylindrical object. It was extremely slow moving, and emitted a very low humming sound. It maneuvered unlike any airplane or helicopter that the eyewitness had ever seen. It also did not make any typical airplane or helicopter sounds. The local, state, and federal governments continue to deny any knowledge of these UFOs.

A new video is surfacing in Phoenix. It was shot in the daytime by a couple in the west Phoenix area. I believe it was shot within the last three months. It collaborates the sighting I had on 6-23-97 of a silver metallic reflecting object just over or on the ground of the Estrella Mountain peak. In our sighting the object disappears and reappears in a different location of the Mountain. An almost identical situation was captured on video and here is a description.

Two silvery objects are seen hovering over a northern part of the Estrella Mountains. The two objects are quite close together and very close to one of the hills, not far from touching the ground. There are several other mountains in the shot including one aircraft flying overhead at a higher altitude. The objects remain in a rock-solid hover for at least one minute.

Suddenly one of the objects disappears into nothing and is gone. Then another object appears except its farther away and fly's into the scene from behind a mountain. As its cruising to the left, this object does a sudden "jump" to another position.

In 1/30 of a second it appears to travel over half a mile, and then resumes its normal speed again. After this happens the original object hovering more in the foreground suddenly drops. They don't appear to be flares in the video, and since most of the objects maneuver in a fashion flares can't. I would rule that out of this video.

The exact location of the UFO ground area will be investigation by the entire Arizona Skywatch International with help from Village Labs. I was invited to see this video, and it was also viewed by Bill Hamilton.

What this video does prove is a theory. Something is going on by the Estrella Mountains and whatever it is, military, or ET, they're coming in low and the videos are coming closer to actually videotaping one on the ground.

Tom King - Arizona Director of SKYWATCH INTERNATIONAL

July 4, 1997 – Roswell 50th Anniversary - Discovering The Phoenix Lights

Then on July 4, 1997 the SCI FI channel did a special on the 50th anniversary of the Roswell crash. At the end of the documentary, just as I was about to leave the house and take Romee for a walk, the host of the program - Jonathan Frakes (#2 from Star Trek) says, "and in Phoenix Arizona, on March 13, 1997 strange lights were seen by hundreds if not thousands of people across the state," or words to that effect.

When I saw the documentary I went nuts, my roommate thought I was losing it. Here I was for nearly four months scouring every paper and news source I could looking for anything that could corroborate my experience and right before my eyes, I watched the now famous Phoenix Lights video shot by Tom King. But these sightings occurred over 1000 miles away in Phoenix AZ.

Why? What was the connection?

Why did it take 4 months for the national media to jump onto the story?

The lights seen in the video looked like they were flares or something being dropped by an airplane in an ascending climbing angle. Rather than solving any mysteries, this began a life-long quest to find out the truth and the meaning behind my event and now the events that took place in Phoenix. From my Egyptian studies I knew about the symbolism of the Phoenix and I wondered if perhaps this was why so many saw the Boomerang and other objects in Phoenix.

Anyone who peruses the New Age section of their local bookstore can find lots of material on UFO's, crop circles, alien abductions, government conspiracies, and secret fraternal orders. My personal experience is that a lot of that material is useless at best and at worst outright dis-information.

Hitler once said that, "The bigger the lie, the more people will believe it."

Actually, that is a lie also, what he really said was:

"The broad mass of a nation…will more easily fall victim to a big lie than to a small one." From his book Mein Kampf, 1925

Having spent the better part of the last seven years investigating the events that transpired in early 1997, it seems that Hitler was right. The big lie is that UFO's don't exist and anyone that investigates or reports a Close Encounter is crazy, nuts, delusional, or just plain stupid. Common sense says that is right because unless you have experienced any of those things, based on the lack of personal experience, they must be right, after all, as my conscious tells me, "I haven't seen any UFO's, so why should I even consider someone else that says they have?"

All that changed for me when I finally let go of my fears and decided to seek out UFO organizations and reporting agencies like MUFON and NUFORC and thus began my true entry into the world of UFOLOGY. But before I got to that stage I set out on my own journey to find out whatever I could about my experience.

I purchased two books with what little money I had.

One was Anti-Gravity and the World Grid by David Hatcher Childress, and the other was The Harmonic Conquest of Space, by Bruce Cathie, neither of whom I had ever heard of before.

The ant-gravity book had a bright yellow cover and honestly to me it looked like a spoof comic book of the subject, but I had to start somewhere. The second book, by Cathie, was full of equations, so I figured he must know what he's talking about and math always conquers conjecture, even if I had no idea what it all meant.

Between the two books you could roughly come up with the concept of harmonic space time UFO's, grids, etc. I had the overwhelming feeling that even if I didn't understand everything in the books; I was on the right track. I had no idea how RIGHT it would become.

Quetzalcoatl & The Mythological Phoenix Bird Rises Again.

The Phoenix Rising from the ashes of its former self into a new age is one of the most sacred and profound symbols within our society today. The forefathers of the United States of America sought to preserve their beliefs in a sacred covenant, which they believed had existed between themselves and God.

They believed in a nation of the people, by the people and for the people. By printing their most secret and sacred beliefs on the back of every US One Dollar Bill they insured that their spirits would live on to inspire the hearts of many to come. For printed on the reverse of every United States One-Dollar Bill is both the Great Pyramid of Giza and the mythological Phoenix bird rising from the ashes. These symbols helped to enshrine the true memory that of our countries spirit and destiny were founded upon.

July 7, 1997 - Searchers recover remains of A10 pilot crashed in Colorado

Web posted at: 9:08 p.m. EDT (0108 GMT)

EAGLE, Colorado (CNN) A recovery team returned from a remote mountain peak Monday with the remains of Capt. Craig Button and possibly a round of ammunition from the wreckage of his aircraft.

The Air Force team five pararescuers, two munitions experts and two "spotters" will return to the summit Tuesday and will continue their search, possibly for weeks.

Button died when the A10 jet he piloted crashed after disappearing in early April during a training flight. Officials launched an intensive search, and 18 days later the Air Force found the wreckage April 20 on Gold Dust Peak.

At that time rescue crews gathered enough material to identify the wreckage and confirm that Button was dead, but bad weather and snow on the ground prevented further recovery efforts.

The search Monday turned up one round of 30mm ammunition, but it was not immediately clear if the rescue workers brought it back or left it on the mountainside for it to be exploded there at a later date, Capt. Robyn Chumley said.

The ammunition and remains were found at the summit, near the point of impact, at about 12,500 feet, Chumley said. A large amount of debris had washed 500 feet or so down the mountainside because of snow melt.

Searchers have three goals

Air Force spokesman Maj. Joe LaMarca told CNN searchers have three major goals: "to gather material to determine the cause of the incident," to collect dangerous explosives from the plane and to gather Button's remains.

LaMarca says if enough remains can be collected, "If possible we'll do an autopsy and then return those to the family."

The A10 was carrying four 500pound Mark82 bombs, 500 rounds of 30mm training ammunition, ejection seat pyrotechnics, chaff and magnesium flares.

Chaff is fired as a diversion for an enemy's radarguided missiles. The flares are used to decoy heatseeking missiles.

The flares present a special danger, LaMarca said, because "They burn really hot, and static electricity could set those off."

In addition, searchers will have to determine if the A10 was still carrying all its weaponry at the time of the crash.

LaMarca said the Air Force is operating on the presumption that all the weapons were on the plane when it crashed but has not yet located them. "The Air Force has no indication that he released any of the weapons. If we did, we'd be looking in those locations," he said.

LaMarca says the search teams "will take a very methodical approach. There's nobody out there, there's no urgency... we'll take however long as it takes to do it safely."

Workers to set up camp

LaMarca says crews of from four to seven people will spend eight hours a day searching, for as long as three weeks. They could begin camping overnight on the mountain side beginning Tuesday.

Brig. Gen. Donald Streater, who is commanding the operation, stressed "the main thing is to handle

these munitions carefully so no one is injured." Streater called the crash site "some of the most formidable terrain I have ever seen." It is located near a mountain top approximately 15 miles southwest of Vail, Colorado.

Because of potential danger to the public, the National Forest Service has barred entry to the five squaremile crashsite until recovery efforts are complete. The Federal Aviation Administration has ordered an air exclusion zone over the site.

July 9, 1997 - Bombs still missing as crews recover downed A10

Web posted at: 7:34 p.m. EDT (2334 GMT)
WASHINGTON (CNN) The Air Force says recovery crews have located a major piece of wreckage from the A10 attack jet that crashed on a Colorado mountainside last April, but the plane's 500pound training bombs are still missing.

An Air Force spokesman said crews have found the plane's nose gun a 30mm Gatling gun that fires armorpiercing bullets. Since the recovery operation resumed Monday, Air Force crews have found some remains believed to be from Capt. Craig Button, the pilot of the plane.

Other remnants from the plane washed down the steep peak and collected in a pool of water about 600 feet below the impact point. The recovery operations are centered near the summit of Gold Dust Peak, a rugged remote mountain about 15 miles southeast of Vail, Colorado.

Air Force officials say they are no closer to determining why Button veered some 800 miles off course from a routine training mission and crashed into the snowy peak three months ago.

The UFO History of the Norfolk, Virginia Triangle

With all this evidence, you might just be wondering exactly what shape is the "Triangle." You would not be the first. No two researchers or authors have ever agreed, although most were in accord that the Sargasso Sea and the area of the strict triangle between Miami, San Juan and Bermuda embodies the greatest part.

Many have proposed an alternate nodal point, that is, Norfolk, Virginia, calling to mind that Cape Hatteras has been known for centuries as the "Graveyard of the Atlantic."

However, graveyard implies a burial place for ships, where their rotting carcasses can still be seen. And that is quite true of Cape Hatteras. Many famous vessels can still be found on the bottom, slammed by the great gales and thrashed by the reefs, like the Union ironclad, Monitor, which foundered here. But disappearance means no trace is found, implying destruction on a complete and total scale, something beyond even the great reefs and shoals of Cape Hatteras and her wild seas.

The seas off Norfolk are, of course, the Gulf Stream and the routes to Bermuda or south to the Bahamas and Caribbean. All the ships coming or going to Panama and the East Coast pass by here, to Canada, New York, off to Europe, wherever. The seas of the Carolinas are perfectly juxta positioned to put them in daily interplay with the greatest seaways of the Triangle.

But though these are hard waters, several mysteries share an uneasy grave here with the rusted relics of the sea. The freighter Southern Districts passed by here in 1954 and vanished utterly, as have several yachts en route to Bermuda, like Windfall or Dancing Feathers or L'Avenir. The 5 masted cargo schooner, Carroll A. Derring, ghosted up upon the shores here in 1921, totally shipshape but mysteriously deserted.

Captain John M. Waters, once head of Coast Guard Search and Rescue in Washington D.C., wrote in his *Rescue at Sea* (Van Nostrand, 1966) about the curious disappearance of a Coast Guard commander, James Reed Hinnant. He was commander of the Coast Guard cutter Rockaway. It was a balmy night.

About 300 miles off Cape Hatteras, near the Sargasso Sea, the Rockaway's propeller became fouled. He ordered diving gear and search lights. He was an experienced diver and was even commended for his diving under fire in the Philippines during WWII. Suited up, he went over the side to the propeller. Dozens manned the rails and watched the brightened water, glowing from the underwater spot light. After a while they tugged his line to see if he was OK. However, there was no response. The OD ordered it hauled in, yet it would not budge.

The search for Hinnant was intense, but in the end it offered no clues but this: his air hose and line were found fouled in the propeller. Capt. Waters finishes his narrative: "What could have happened to an experienced diver only 10 feet below the surface? Had his retaining line and air hose fouled? If so, he had only to release his weighted belt, take a deep pull of air, flip off the mask, and surface. It is a simple and basic maneuver for a diver. Many speculated that he had been hit by a shark. There are many large man eaters in that area, and they are attracted to light.

Commander Hinnant had been working beneath a large light, and a shark could have come in while he was busy working on the screw. However, no sharks were seen at any time, and there was no disturbance in the water, nor any evidence of a struggle. No one saw him surface, though many men were watching the water at all times. What happened to him that night will never be known."

Mystery also befell a Navy KA-6 attack bomber in 1978 while 100 miles off Norfolk. The last words of the pilot, Lieutenant Paul Smyth, were: "Stand By, we have a problem right now . . ."

In the radar plot of the carrier John F. Kennedy (Smyth's intended destination), they continued to follow the jet and attempt contact for 10 minutes without any response. Then the KA-6 suddenly vanished. Shortly thereafter, another blip reappeared, tracking in another direction, away from the carrier, then vanished off the radar scope forever.

There was never a trace found of the jet, nor any reason why Smyth answered no calls in that period of time; no reason why there was no automatic alarm, nor why they could not eject (ejection also triggers an auto-alarm called an ELT which his short for Emergency Location Transmitter, and that is what guides SAR – search and rescue to the location of impact) and there was absolutely no comment at all in the official report about the second hard radar return with no IFF (Every plane contains a signal generators called Identification Friend or Foe which tells airplanes if they are enemy – friendly or unknown) identification blip?

Three marines and three children departed in a launch off Surf City, North Carolina, in 1985, only to vanish. The launch was later found at the end of a line of six unused life jackets.

No explanation was found, and the launch was towed back in. Dozens of other examples of lost aircraft and sea craft has led many serious researchers like Gian Qsar to verify that the area of Norfolk and Virginia Beach, Virginia is one point in a “triangle,” just as sailor, Alan Villiers, noted in his book *Posted Missing* (Scribners 1974) saying that the Triangle lay between Key West, Chesapeake Bay and Bermuda.

However, it was Vincent Gaddis who first tried to give shape to the area. In 1964 he wrote an article for *Argosy* magazine, entitled *"The Mystery of the Deadly Bermuda Triangle."* From that day on the sea of old mariner lore began to be called by no other name.

It was he who offered Miami, San Juan, and Bermuda as the three nodal points. Yet it wasn't long before this was challenged. John Wallace Spencer, from whom the term "Limbo of the Lost" originates, wrote the first entire book devoted to the subject (*Limbo of the Lost*, Phillips, 1969).

He believed it extended from ". . . Cape May, New Jersey, to the edge of the continental shelf. Following the shelf around Florida into the Gulf of Mexico, it continues through Cuba, Jamaica, Haiti, the Dominican Republic, Puerto Rico, and other islands of the West Indies, and then comes up again through the Bahamas. . . then up once more to Bermuda."

Naturalist, Ivan T. Sanderson, who studied several phenomena from Bigfoot to UFOs, held a different view. He observed: "The popular idea has been that there is a roughly triangular area with sides running from Bermuda to central Florida and thence to Puerto Rico . . .

This is a glamorous notion, but on proper analysis it does not stand up. It is not a triangle, and its periphery is much greater than the one outlined above. In fact, the area . . .forms a large, sort of lozenge shaped area . . which extends from about 30º to 40º north latitude, and from about 55º to 85º west."

Author Richard Winer offered yet another novel shape, stating in his *Devil's Triangle* (1974): "The Devil's Triangle is not a triangle at all. It is a trapezium, a four sided area in which no two sides or angles are the same."

He concludes: "And the first four letters of the word *trapezium* more than accurately describe it."

There are any numbers of other novel shapes which promote an author's imagination more than his knowledge of the Bermuda Triangle. But John Godwin *(This Baffling World)* not only identified the area most accurately, but also gave it its most humorous name, calling it the "Hoodoo Sea."

To add injury to insult, Vincent Gaddis later retracted his statement because it implied the phenomenon had "boundaries," although it is hard to imagine how there can be a phenomenon if there are no boundaries.

It is therefore up to the reader to decide, based upon the maps which shape he/she prefers. One thing is certain: the "Triangle" is not a triangle at all, but an amorphous body of water in the proximity of the Sargasso Sea and West Indies.

July 25, 1813 – Chesapeake, VA – History's First UFO reported to Thomas Jefferson

On the night of July 25, 1813 a man in Norfolk County, Virginia (Now Chesapeake) witnesses and graphically described what appears to have been the first unidentified flying object in American history. The proof of this assertion was found in a letter in the Jefferson Papers in the Library of Congress, claiming that a spectacular UFO was witnesses over Norfolk County.

But first a word concerning the man who saw the local aerial object and later reported it to Thomas Jefferson. Edward Hansford, the man who observed the UFO over what is now the city of Chesapeake in 1813, was a member of an old York County family that acquired notoriety in 1676, when one of its members, Maj. Thomas Hansford, was hanged by Sir William Berkeley for the traitorous role he had played in Bacon's Rebellion.

The later Hansford, a carpenter by trade, was living in Norfolk County during the Revolutionary War, at which time he worked on forts erected by the commonwealth. In 1784, he married Ann Kidd in Norfolk County. Later, in 1802, he was appointed harbormaster for the District of Norfolk and Portsmouth.

At the time of the sighting, Hansford operated the Washington Tavern in Portsmouth, the swinging sign of which depicted the Father of Our Country commanding his troops on one side and planting a field on the other. When Hansford died is not known, but his widow survived until 1832, at which time she ran a fashionable boarding house on East Main Street in Norfolk, where, in 1824, she had been Lafayette's hostess when he visited Norfolk on his last triumphal tour of the United States.

So much for prologue. The following is the significant part from Hansford's letter to Jefferson, dated Portsmouth, July 31, 1813, in which he described the strange object which he and a Baltimore citizen named John L. Clark witnessed.

"We the subscribers most earnestly solicit, that your honor will give us your opinion on the following extraordinary phenomenon viz: At (the exact time is omitted in the letter) hour on the night of the 25th instant, we saw in the South a Ball of fire as full as large as the sun at Meridian (sic) which was frequently obscured within the space of ten minutes by a smoke emitted from its own body, but ultimately retained its brilliancy, and form during that period, but with apparent agitation. It then assumed the form of a turtle which also appeared much agitated and as frequently obscured by a similar smoke. It descended obliquely to the West, and raised again perpendicular to its original hite (sic) which was on or about 75 degrees. It then assumed the shape of a skeleton which was frequently obscured by a like smoke and as frequently descended and ascended - It then assumed the form of a Scotch Highlander arrayed for battle and extremely agitated, and ultimately passed to the West and disappeared in its own smoke."

Unfortunately, the scholar who discovered Hansford's letter found no evidence that it ever was answered. But that kind of rudeness was not characteristic of Jefferson. So let's conclude this column by trusting his reply will eventually surface, hopefully revealing the Sage of Monticello's thoughts on UFOs in general even if the Hansford variety had a disquieting habit of appearing as a turtle, skeletons and Scotch Highlander in quick succession.

August 28, 1929 – UFO seen 400 miles of the coast of Virginia

August 28, 1929 - 400 miles off the coast of Virginia a steamship on its way across the Atlantic, was over flown by a huge luminous airship. The captain, startled, made immediate contact with the nearest authorities that had no explanation for the sighting.

July 8, 1947 – RAAF Captures Flying Saucer On Ranch in Roswell Region

From: Roswell Daily Record

The intelligence office of the 509th Bombardment group at Roswell Army Air Field announced at noon today, that the field has come into possession of a flying saucer. According to information released by the department, over authority of Maj. J. A. Marcel, intelligence officer, the disk was recovered on a ranch in the Roswell vicinity, after an unidentified rancher had notified Sheriff Geo. Wilcox, here, that he had found the instrument on his premises.

Major Marcel and a detail from his department went to the ranch and recovered the disk, it was

stated. After the intelligence officer here had inspected the instrument it was flown to higher headquarters. The intelligence officer stated that no details of the saucer's construction or its appearance had been revealed.

Mr. and Mrs. Dan Wilmot apparently were the only persons in Roswell who saw what they thought was a flying disk. They were sitting on their porch at 105 South Penn. last Wednesday night at about ten o'clock when a large glowing object zoomed out of the sky from the southeast, going in a northwesterly direction at a high rate of speed. Wilmot called Mrs. Wilmot's attention to it and both ran down into the yard to watch. It was in sight less then a minute, perhaps 40 or 50 seconds, Wilmot estimated. Wilmot said that it appeared to him to be about 1,500 feet high and going fast. He estimated between 400 and 500 miles per hour.

In appearance it looked oval in shape like two inverted saucers, faced mouth to mouth, or like two old type washbowls placed, together in the same fashion. The entire body glowed as though light were showing through from inside, though not like it would inside, though not like it would be if a light were merely underneath.

From where he stood Wilmot said that the object looked to be about 5 feet in size, and making allowance for the distance it was from town he figured that it must have been 15 to 20 feet in diameter, though this was just a guess. Wilmot said that he heard no sound but that Mrs. Wilmot said she heard a swishing sound for a very short time. The object came into view from the southeast and disappeared over the treetops in the general vicinity of six mile hill.

Wilmot, who is one of the most respected and reliable citizens in town, kept the story to himself hoping that someone else would come out and tell about having seen one, but finally today decided that he would go ahead and tell about it. The announcement that the RAAF was in possession of one came only a few minutes after he decided to release the details of what he had seen.

July 9, 1947 – Norfolk, VA - UFO Looked Like Football

From: Norfolk Ledger-Dispatch (Norfolk, Virginia) By George Hebert

The flying disc "was lots bigger then an automobile" and 13-year-old Bill Turrentine of 410 West Fourteenth Street doesn't understand why almost everybody in Norfolk didn't see. In fact, when he came to the ledger-dispatch with a photograph he had taken of the object, he wanted to know why the newspaper hadn't already taken a picture of it. "I thought your photographers were fast," he told a reporter.

However, Bill said he had done some fast moving himself shortly between noon Tuesday, when he stood on his front porch and saw the large object, "rocking and spinning like a football" and coming from the southwest. He had just returned from Summer School classes at Maury, he said, and with all the talk about "flying saucers," had gone out with his camera to see if he could see anything.

I don't see why they call them "flying saucers," he said. "The big one I took a picture of and the

two little ones that became behind it a few seconds later didn't look anything like saucers."
The boy stuck to his football comparison, explaining that the object was sort of rounded, more oval then disc-like, and though it wobbled in it's northeastward flight it was traveling rapidly, about 600 miles an hour.

He guessed that the altitude of the thing was about 5000 feet, just below the clouds. In color it was "gray, almost black," and looked like a "burned crisp," or maybe as rock or stone. The edges glittered, he said, and seemed to be trailing dust. Neither it nor the two which followed made any sound.

Bill said he wasn't very surprised when he saw the community, but "almost killed myself" getting shots of it with his camera, set at 1/100th of a second. He called his 18-year-old sister, Josephine, to come and look, but apparently she didn't believe him. As the "flying football" passed over, Bill said he took three shots of it, but when he hurriedly developed the film, after legging it to Olney Road for a vial of developer, only one negative came out well enough for reproduction.

He showed a reporter a contact print he had made himself, and the picture reproduced here is an enlargement made by Photo Craftsmen. Photo experts of this firm are convinced that the boy did a fine job with the old camera he was using. Having closely examined the negative, they said the only flaw was in the kind of film, which perhaps didn't bring out enough detail. They pointed out, that this wasn't really a flaw, in view of the fact that Bill's photograph, with the comparison afforded by the front porch rail and the trees, was certainly the best one taken since the mysterious discs were first reported.

The Summer of 1952 – UFOs In the Norfolk Triangle

June 1, 1952 10:00pm EST– Fireball over Hampton Roads Channel, Norfolk, VA

From: The UFO Evidence – NICAP

Location: Aboard Ferry Boat between Norfolk and Newport News, VA. Best recall as a Sunday night. From east side of ferry boat spotted string of brilliant red balls that appeared to be diving into the sea far away. My first impression was that a plane had fired a string of red rockets, but the things didn't trail smoke, didn't explode or fade out. My impression now, almost fifty years later was that another such string followed the first. There were no aircraft in sight in the area.

Rather simple observation it seems, but I came across letters to home describing the unique event. Being a sailor and stationed on a ship, I was not at all aware that this sighting coincided with the great defense alert along the coast, especially around Washington that night until I read in the Book of Lists of the report by an airliner coming in from over the Atlantic that red lights approached him at "thousands of miles per hour". If those strings of lights were the ones I saw at that same time and date, what I saw were not diving into the sea, but passing over the very distant horizon.

July 14, 1952 8:12pm EST - Norfolk, Virginia - Pan American Pilots Sighting

From: The UFO Evidence – NICAP

On the evening of July 14, 1952, at 8:12pm EST, a Pan American Airways DC-4 airliner, flying at 8,000 feet, was approaching the Norfolk, Virginia, area enroute to Miami. The senior Captain was back in the cabin and Capt. William B. Nash, temporarily acting as First Officer, was at the controls. In the right-hand cockpit seat was Second Officer William Fortenberry. The night was clear and visibility unlimited. Norfolk lay about 20 miles ahead, on the plane's course of 200 degrees magnetic. Off to the right were the lights of Newport News

About 8: 10 p.m. EST, both men noticed a red brilliance in the sky, apparently beyond and to the east of Newport News. The light quickly resolved itself into six bright objects streaking toward the plane, at lower altitude. The UFOs were fiery red. "Their shape was clearly outlined and evidently circular," Captain Nash stated. "The edges were well-defined, not phosphorescent or fuzzy in the least." The upper surfaces were glowing red-orange.

Within seconds, "we could observe that they were holding a narrow echelon formation--a stepped-up line tilted slightly to our right, with the leader at the lowest point and each following craft slightly higher," Captain Nash said.

Abruptly, the leader seemed to slow. The second and third objects wavered slightly and almost overran the leader. The pilots estimated that the UFOs were a little more than a mile below them, at about 2,000 feet, and about 100 feet in diameter. When the line of discs was almost directly underneath the plane and slightly to the right front, the UFOs abruptly nipped up on edge in unison and reversed direction. (See diagram.)

Captain Nash described the maneuver: "they nipped on edge, the sides to the left of us going up and the glowing surfaces facing right. Though the bottom surfaces did not become clearly visible, we had the impression that they were unlighted. The exposed edges, also unlighted, appeared to be about 15 feet thick, and the top surface, at least seemed flat. In shape and proportion, they were much like coins.

> "While all were in the edgewise position, the last five slid over and past the leader so that the echelon was now tail foremost, so to speak, the top or last craft now being nearest to our position. Then, without any arc or swerve at all, they all flipped back together to the flat attitude and darted off in a direction that formed a sharp angle with their first course, holding their new formation."

> "Immediately after these six lined away, two more objects just like them darted out from behind and under our airplane at the same altitude as the others."

As the two additional discs joined the formation, the lights of all eight blinked out, then came back on again. Still in line, the eight discs sped westward north of Newport News, climbed in a graceful arc above the altitude of the airliner. Then the lights blinked out one by one, though not in sequence.

Captain Nash also noted that the original six discs had dimmed slightly before their angular turn, and brightened considerably after making the turn. The two discs speeding to join the formation were brightest of all. Captain Nash and Third Officer Fortenberry radioed a report of the sighting to be forwarded to the Air Force.

"At 7:00 a.m. the morning after the sighting," Captain Nash reported, "we were telephoned by the Air Force…to come for questioning. There were five men, one in uniform; the others showed us I.D. cards and badges of Special Investigators, USAF.

In separate rooms, we were questioned for one hour and 45 minutes--then about a half hour together. We made sketches and drew the track of the objects on charts…the tracks matched…the accounts matched…all conversation [was] recorded on a stenotype machine."

"They had a complete weather report…it coincided with our visual observations…our flight plan. The investigators also advised us that they already had seven other reports. One was from a Lieutenant Commander and his wife…They described a formation of red discs traveling at high speed and making immediate direction changes without turn radius…"

"Regarding speed: We tried again to be very conservative in our computations. The objects first appeared about 10 miles beyond Newport News…They traveled to within about a half mile of our craft…changed direction, then crossed the western suburban edge of the town areas…out over a dark area at least 10 miles beyond the lights, then angled up at about 45 degrees…"

"We drew a line through the lighted area, measured the distance from our aircraft (and we knew our exact position both visually and by VAR navigation using an ILS needle) to the line through the lighted area. The distance was 25 miles. We had seen them cross this line twice, so we knew

they had traveled at least 50 miles...

To get a time, we, seven times, separately, using our own panel stopwatch clocks, pushed the button, mentally went through the time, even to saying to ourselves again, 'What the hell's that !' Each time we came up amazingly close to 12 seconds. To be conservative, we increased it to 15 seconds…50 miles in 15 seconds equals 12,000 miles per hour."

July 14, 1952 - The Nash Fortenberry UFO Sighting - 50 Years Later

by Tom Tulien

On the evening of July 14, 1952, a Pan American World Airways DC-4 was on a routine flight, ferrying from New York to Miami with ten passengers and a crew of three, including, Captain F. V. Koepke, First Officer William B. Nash and Second Officer William H. Fortenberry.

The sun had set an hour before though the coastline was still visible, and the night was clear and almost entirely dark. With the aircraft set on automatic pilot, while cruising at 8000 feet over the Chesapeake Bay approaching Norfolk, Virginia, they were due to over fly the VRF radio range station in six minutes and make a position report. In the mean time, since this was Fortenberry's first run on this course, Nash, in the left pilot's seat, was orientating Fortenberry by pointing out landmarks and the distant lights of the cities along the route.

Nash had just pointed out the city of Newport News and Cumberland, ahead and to the right of the plane, when unexpectedly a red-orange brilliance appeared near the ground, beyond and slightly east of Newport News. The brilliance seemed to have appeared all of a sudden and both pilots witnessed the startling appearance at practically the same moment. In the excitement someone blurted out, "What the hell is that?"

Captain Nash later described their initial observations…

"Almost immediately we perceived that it consisted of six bright objects streaking toward us at tremendous speed, and obviously well below us. They had the fiery aspect of hot coals, but of much greater glow, perhaps twenty times more brilliant than any of the scattered ground lights over which they passed or the city lights to the right. Their shape was clearly outlined and evidently circular; the edges were well defined, not phosphorescent or fuzzy in the least and the red-orange color was uniform over the upper surface of each craft."

"Within the few seconds that it took the six objects to come half the distance from where we had first seen them, we could observe that they were holding a narrow echelon formation, a stepped-up line tilted slightly to our right with the leader at the lowest point, and each following craft slightly higher. At about the halfway point, the leader appeared to attempt a sudden slowing.

We received this impression because the second and third wavered slightly and seemed almost to overrun the leader, so that for a brief moment during the remainder of their approach the positions of these three varied. It looked very much as if an element of "human" or "intelligence" error had been introduced, in so far as the following two did not react soon enough when the leader began to slow down and so almost overran him."

What occurred next utterly astonished the pilots. The procession shot forward like a stream of tracer bullets, out over the Chesapeake Bay to within a half-mile of the plane. Realizing that the line was going to pass under the nose of the plane and to the right of the copilot, Nash quickly unfastened his seat belt so that he could move to the window on that side. During this interval, Nash briefly lost sight of the objects, though Fortenberry kept them in view below the plane and both would later recollect…

"All together, they flipped on edge, the sides to the left going up and the glowing surface facing right. Though the bottom surfaces did not become clearly visible, we had the impression that they were unlighted. The exposed edges, also unlighted, appeared to be about 15 feet thick, and the top surface, at least, seemed flat. In shape and proportion, they were much like coins. While all were in the edgewise position, the last five slid over and past the leader so that the echelon was now tail-foremost, so to speak, the top or last craft now being nearest to our position."

This shift had taken only a brief second and was completed by the time Nash reached the window. Both pilots then observed the discs flip back from on-edge to the flat position and the entire line dart off to the West in a direction that formed a sharp angle with their initial course, holding the new formation. The pilots had noticed that the objects seemed to dim slightly just prior to the abrupt angular turn and had brightened considerably after making it. Attempting to describe the objects extreme actions, Nash proposed, "The only descriptive comparison we can offer is a ball ricocheting off a wall."

An instant later, two more identical objects darted out past the right wing, from behind and under the airplane at the same altitude as the others and quickly fell in behind the receding procession. They observed that these two seemed to glow considerably brighter than the others, as though applying power to catch up.

As they stared after them dumbfounded, suddenly the lights of all of the objects blinked out, only to reappear a moment later, maintaining low altitude out across the blackness of the bay, until about 10 miles beyond Newport News when they began climbing in a graceful arc that carried them well above the plane's altitude. Sweeping upward they randomly blinked out and finally vanished in the dark night sky. Describing the disappearance of the objects some years later, Nash wrote,

"As they climbed, they oscillated up and down behind one another in a irregular fashion, as though they were extremely sensitive to control. In doing this, they went vertically past one another, bobbing up and down, (just as the front three went horizontally past one another, as the initial six approached us. This appeared to be an intelligence error, 'lousing up the formation')—they disappeared by blinking out in a mixed-up fashion, in no particular order."

Their bewildered initial reaction is best affirmed in the words of Nash…

"We stared after them, dumbfounded and probably open-mouthed. We looked around at the sky, half expecting something else to appear, though nothing did. There were flying saucers, and we had seen them. What we had witnessed was so stunning and incredible that we could readily

believe that if either of us had seen it alone, he would have hesitated to report it. But here we were, face to face. We couldn't both be mistaken about such a striking spectacle."

At "A", during approach, six UFOs held a stepped-up echelon formation. Flipping on edge at "B", followers overrode the leader until, in reverse order at the V-point, they flipped flat again and the echelon darted in a new direction, appearing aligned from the observers' point of view. At "C", after a brief blink-out, the six were joined by two from behind the airliner.

The time was 8:12 Eastern Standard Time. As the reality of their experience dawned on them the first question which came to mind was whether anybody else onboard had seen the spectacle. Fortenberry went through the small forward passenger compartment, where the captain was intent on paper work. In the main cabin a cautious inquiry whether anyone had seen anything unusual produced no results.

Back in the cockpit, the pilots radioed Norfolk and gave their position according to schedule, and upon receiving confirmation added a second message to be forwarded to the military: "Two pilots of this flight observed eight unidentified objects vicinity Langley Field; estimate speed in excess of 1,000 mph; altitude estimated 2,000 feet." At this point, Captain Koepke came forward and took over control of the DC-4 while Nash and Fortenberry went to work reconstructing the sighting.

With a Dalton Mark 7 computer they determined the objects' angle of approach and the same for the angle of departure. The difference between the two was about 30 degrees; therefore, the objects had made a 150-degree change of course almost instantaneously.

They were able to accurately determine their position visually and by reference to their position to the VHF range at Norfolk. The objects first appeared beyond and to the east of Newport News and came toward the DC-4 in a straight line, changed direction beneath the plane and departed in a straight line to the West once again passing a suburban edge of Newport News and seemed to travel out over a dark area before they began to climb steeply into the night sky.

They determined that Newport News was 25 miles away and added the additional 10 and 30 miles that they estimated the objects had traveled in each direction, arriving at a total distance of 90 miles. To be conservative they decided to use 50 miles, since they had seen them travel at least that distance. Determining the time duration of the sighting was not so straightforward. Wanting to be accurate, they reenacted the exact sequence of events seven times, and using the panel stopwatch clocks determined that the time period did not exceed 12 seconds each time.

Again, to be conservative they adopted 15 seconds in the final computation, which meant that the objects were flying at the rate of 200 miles per minute, or 12,000 miles per hour!

They estimated that the objects were slightly more than a mile below the plane, or about 2000 feet above ground level, and by mentally comparing their appearance with the wingspread of a DC-3 at that distance, judged the size to be approximately 100 feet diameter and 15 feet thick. Determinations of distance, size and speed are always open to question by the fact that the objects observed were unidentified phenomena.

However, this particular incident was especially unique in the sense that the pilots observed the objects between the ground and the plane. Most sightings occur against an empty sky without any standard of comparison to known objects or distance, but in this case the planes altitude of 8000 feet established a finite distance for reference. Nash later qualified his ability to estimate the altitude of the objects in a letter to astrophysicist, Dr. Donald H. Menzel.

“We both had flown many thousands of hours at either 7000 or 8000 feet, because these altitudes were high enough to avoid most turbulence but not so high as to starve us for oxygen. Hence, a sort-of “instinct-judgment” about the height of objects gradually developed. If after 10,000 hours of flying at the same altitude a pilot cannot judge if something (even an unfamiliar something) is halfway between his plane and the ground, and split that in half again, he best quit.

Our judgment, after seeing these things travel nearly a hundred miles, and observing them both from a distance and almost directly beneath us, was that they were holding 2000 feet for most of the observed time.”

Further, both Nash and Fortenberry had served in the Navy during the war in which Nash flew patrol bombers for the Naval Air Transport Service patrolling between the African and South American coastlines in search of German submarines. Fortenberry served in the U.S. Navy Air experimental wing for two years and was well aware of aeronautical developments for the time. In naval training, both pilots had received intensive instruction in aircraft identification and had learned to identify every ship in the German Navy.

While Nash and Fortenberry were still discussing the matter, the lights of a northbound airliner came into view on a course about 1,000 feet above. Ordinarily the head-on approach of two airliners at 500 mph seems fairly rapid. But in this instance, compared to the streaking speed of the discs, the oncoming plane seemed to be standing still. If any normal happening could have increased the effect of the night's experience, it was just such a commonplace event.

They landed at Miami International Airport shortly after midnight. Upon entering the operations office, they found a copy of the message they had transmitted to the military through Norfolk, with an addition: "Advise crew five jets were in area at the time." This didn't exactly apply since the things they had seen were eight in number, and they were dead sure they were not jets.

At 7 A.M. Air Force investigators telephoned, and an appointment was set for an interview later that morning. USAF Wing Intelligence officer Major John H. Sharpe and four officers from the 7th District Office of Special Investigations met Nash and Fortenberry at the airport. In separate rooms, the pilots were questioned for one hour and forty-five minutes and following that, for a half-hour together.

The pilots were duly impressed by the skill and thoroughness of their interrogators. Questions had been prepared in advance and posed individually to the two pilots in order to evaluate their recall. Map overlays were compared, and they had a complete weather report for the area, which coincided with the previous night’s flight plan.

It stated; 3/8 Cirrus clouds about 20,000 feet. No inversion and a sharply clear night, probably unstable air. Visibility was unusually good. Following the interview, the investigators advised the pilots that they had already received seven additional reports from persons who had witnessed similar incidents within 30 minutes, in the same area. The best was from a Lt. Commander and his wife who described a formation of red discs traveling at high-speed and making immediate directional changes without a turning radius. Being told that their particular experience was by no means unique surprised the pilots.

None of these reports appear in the official Blue Book files, though three reports requested by ATIC in August describe multiple objects cavorting over Washington D.C. at 9:00 A.M., the morning of the sighting. Fortunately, NICAP retained copies of some of the confirmatory reports for the evening of July 14, which were published in the Norfolk newspapers. Although none of the reported sightings appear to describe the identical maneuvers that the pilots witnessed, a couple are sufficiently similar to be taken as reasonable substantiations. For example, one witness stated that,

"She and a friend were sitting on a bench in Stockley Gardens when they saw what appeared to be flying saucers 'circling overhead and then going north.' She said they saw seven or eight altogether 'the first three white and the others were yellow and red.'"

In a letter to the editor of the Norfolk Virginian-Pilot, the naval officer from the cruiser Roanoke, apparently mentioned to Nash and Fortenberry during the OSI investigation, reported that he had sighted eight red lights in the direction of Point Comfort that proceeded in a straight line and then disappeared. He saw the objects at about 8:55 P.M. Eastern Daylight-Saving Time, approximately 15 minutes before the pilot's sighting, as he was driving towards the Naval base for a 9:00 P.M. appointment.

Especially interesting is that as a result of the press coverage of the Pan American pilots sighting the following day, Paul R. Hill, an aerodynamicist at the NASA-Langley facility, decided to watch the sky for UFOs on the evening of July 16. Expecting "conformance to pattern" he parked at the waterfront a little before 8:00 P.M. and soon observed two amber-colored objects approach from the South and turn West taking them directly overhead.

At this point, the objects curiously appeared to be alternatively jumping forward of each other slightly. Then after passing zenith, they made an astounding maneuver. They began to revolve around a common center, and after a few revolutions, switched to the vertical plane! Within a few more seconds two more similar objects joined the first two before all four headed south. Hill later wrote,

"Up to that point I had been just a fascinated spectator. Now they had convinced me. At that moment, I realized that here were visitors from another world. There is a lot of truth in the old saying, 'It's different when it happens to you.' It was within my line of business to know that no Earthcraft could remotely approach those maneuvers."

This sighting prompted Paul Hill to a life-long study collecting and analyzing sightings' reports for physical properties and propulsion possibilities in an attempt to make technological sense of

the unconventional objects. The study was eventually published posthumously, under the title, Unconventional Flying Objects: A Scientific Analysis (Hampton Roads, 1995), in which Hill presents his thesis that UFOs "obey, not defy, the laws of physics."

At the time of these sightings flying saucers had been big news for many weeks and the staff of nine at Project Blue Book were swamped with sighting reports, far more than they could properly deal with. By mid-July they were getting about twenty reports a day and frantic calls from intelligence officers at every Air Force base in the U.S. The reports they were getting were good ones and could not be easily explained. In fact, the unexplained sightings were running at about 40 percent.

All this was leading inexorably to the following weekend when UFOs were picked up by radar at Washington National Airport in restricted air space over the nation's capitol, and would become one of the most highly publicized sightings of UFO history. For those reasons, the Nash/Fortenberry sighting received a less than adequate investigation. Project Blue Book quickly determined that the five jets flying out of Langley, AFB could not have possibly been responsible for the sighting, and the case was dropped and filed as an "Unknown."

It was not until 1962 that the case would be reexamined by the Director of the Harvard College Observatory, astrophysicist Donald H. Menzel, and published in his book, The World of Flying Saucers: A Scientific Examination of a Major Myth of the Space Age (Doubleday, 1963).

At the time, Professor Charles A. Maney, a physicist at Defiance College, had been engaged in a rather lengthy correspondence with Menzel, and when the Nash/Fortenberry sighting came up, Maney forwarded copies of the correspondence to Nash, then an advisor to NICAP. This led to a series of lengthy correspondences over a six-month period between Nash and Menzel providing considerable insight into the process by which Menzel arrived at his eventual solution to the inexplicable sighting.

Based on the meager data contained in the official report, Menzel assumed that the sighting could be reasonably explained as a reflection in the cockpit windows, especially considering the nearly instantaneous reversal, which seems to defy the laws of physics pertaining to inertia. In support of this explanation, he underscored the apparent failure of the crew and Air Force investigators to make any tests for possible reflections, and generally called into question the credibility of the pilots. In a fairly scathing letter, Nash remonstrated Menzel on this critical point:

"Dr. Menzel, regardless of your figures the western horizon was not quite bright, and regarding your "reflection theory," in the first place the objects were between us and the West. In the second place, they would have had to be damned persistent, consistent and impossible reflections to have manifested in three cockpit windows in exactly the same way. We first observed them through the front window.

As they approached and I moved across the cockpit, I kept my eyes on the objects and saw them through the curved window of the windshield, and we both finished our observations looking through the right side window. That is why there is no evidence (as you complain to Dr. Maney)

that the pilots considered that what they saw was a reflection; and you state that we were too excited by what we saw to make the most elementary scientific tests. Again, Doctor, pilots do not excite easily or they would not be airline pilots—please—a little respect for us?"

Dr. Menzel's next line of inquiry concerned whether the reflection could have been caused by an illumination within the cockpit, or possibly a "hostess taking a drag of a cigarette." Dr. Maney's rather sardonic response to this possibility was, "Quite a long drag, wouldn't you say?"

But, nevertheless, the pilots weren't smoking, the cockpit door was closed, there were no hostesses on the flight and the pilot's observed the object's reversal out of the right window below the plane. This pretty well convinced Menzel that an internal reflection was unlikely to explain the phenomenon and what Captain Nash had seen was something outside the plane.

Still, Menzel concluded that Nash's observations "… are completely consistent with the theory that the discs were immaterial images made of light."

Therefore, to explain the sighting he theorized that,

"…a temperature inversion can lead to a sharp concentration of haze, ice crystals, smoke or other particles in a relatively thin layer. The layer is often invisible until the plane actually goes through it, when it appears as a thin, bright, hazy line that disappears a moment later when the plane breaks through it. Multiple layers of such haze are not unknown, stacked one on top of the other. Now, a sharply focused searchlight, shining at night through a series of such hazy layers, will show up as a series of discs. As the searchlight moves, the discs will appear to spread out, exhibit perspective, and, as the searchlight turns around, the discs will appear to ricochet."

The soundness of his theory depended on the prevailing weather conditions. Since the official weather reports for that evening indicated that there were no temperature inversions present, Dr. Menzel carefully constructed a scenario in which inversions (albeit in meteorological parlance, a sub refractive condition) could have been present though undetectable by the weather service.

"In the summer of 1952 all the eastern states were suffering from an intense heat wave and drought, and the ground cooled rapidly after sunset, because of the lack of cloud cover during the day. In a period of heat and drought, the nightly cooling produces marked inversions favorable to extreme refraction and reflection. Small in extent, existing only briefly in one place, constantly changing location, such inversions may not be detectable by radiosonde observations."

Dr. Menzel admitted that his solution does not identify the particular beacon or searchlight responsible for the sightings, though he suggests that, "A light on the Virginia coast, shining northeast toward the plane, could easily have been spread out into a series of images like those observed." Apparently, the location of the light is assumed to be at the point of the pilot's initial sighting of the red-glow, beyond and to the East of Newport News.

This begs the question why experienced pilots could not identify an apparently fixed high-intensity (red!) light source if it were emanating from a position 25 miles in front and below and directed toward their aircraft. Since the discs were organized in a stepped-up echelon, with the

leading disc at the lowest point, one would deduce that the source of the light must have been from behind the aircraft.

Had the light source been in front of the aircraft, as Dr. Menzel postulates, the leading disc would have appeared in the highest position in the echelon. Further, a searchlight reflecting off a horizontal cloud layer at an oblique angle to the observer would produce a gradual elongation of the disc as it moves relative to the observer.

Nor does the theory account for the two discs that darted out from under the plane and conjoined the original six before disappearing into the night sky. Or the mechanism that would need to be in effect to make the discs appear to flip vertically on edge, reverse position in formation while maintaining relative distances, and then flip back to the horizontal plane (while executing a 150-degree course change at, well, in the words of investigating officer, Major John Sharpe, "…a speed fantastic to contemplate." Incidentally, 90 miles in 12 seconds equals 27,000 mph!)

In his book, Dr. Menzel asserts that his solution offers, "a highly probable explanation that is consistent with all observations and does not depend on the presence of an extraterrestrial spacecraft." I have to agree with the later part of the statement, but have no doubt that readers will find further inconsistencies in Dr. Menzel's impracticable solution.

Some years later, in early 1957, Bill Fortenberry was lost in a Boeing B-377 Stratocruiser crash in the Pacific Ocean, with all onboard. In the early sixties, Captain Nash transferred to Germany, and for the next 15 years flew the Berlin corridors before retiring from Pan American. In a recent interview for the Sign Oral History Project, a still vivacious Captain Nash provided their concluding supposition…

"Looking at the thing shook us up. We stared at each other, and all of a sudden there was this realization that our world is not alone in the universe. Because, nothing could have advanced to that degree of scientific progress without some of the intermediate steps having become public knowledge, or, at least known to the people who were flying. Bill had just come out of the Navy and was fully acquainted with their latest developments. We just knew that they were not from this planet. I know to this day, that it was nothing from this planet."

July 16, 1952 – Paul Hill – NASA UFO Sighting - Hampton, Virginia

July 16, 1952, Hampton, Virginia, 9:00 p.m. (EST). An apparent UFO rendezvous was observed by Mr. Paul R. Hill, an Aeronautical Research Engineer, who holds a B.S. degree in mechanical and aeronautical engineering from the University of California. At the time of the report he had 13 years experience in aeronautical research.

Mr. Hill was aware of previous UFO sightings which had been headlined in July 1952, particularly the report by Capt. William B. Nash, Pan-American Airways pilot, who on the night of July 14 had sighted 8 circular UFOs while flying above Newport News, Va. [See Section *V of NICAP Book].*

Mr. Hill was situated on Chesapeake Avenue (near La Salle Avenue) on the north shore of Hampton Roads watching the sky. With him was his wife, Frances, who also witnessed what

followed. At 9:00 p.m., he noticed two amber-colored lights. He gave this description:

“Two were seen first coming in over Hampton Roads at about 500 mph. from the south. These slowed down as they made a "U" turn at the southern edge of the Peninsula. They moved side by side until they revolved around each other at a high rate of speed in a tight circle 2 or 3 hundred feet in diameter. This appeared to be a rendezvous signal as a third UFO came racing up from the direction of Virginia Beach and "fell in" several hundred feet below the first two, ***forming a sort of "V" formation***. A fourth UFO came in from up the James River and joined the group which headed on south at about 500 mph."

Mr. Hill added that the UFOs changed altitude "only when they revolved around each other, circling or spiraling rapidly (as fast as once per second). "They moved jerkily when moving slowly. The speed varied from about 50 to 500 mph. Their ability to make tight circling turns was amazing." [See diagram]

At about 9:03 p.m., the four UFOs had moved into the distance out of sight to the south. The color and brightness of the objects, which did not change except apparently due to increasing distance, was compared to "an amber traffic light at about 3 or 4 blocks away." The elevation angle of the UFOs covered a range of about 50 degrees, from about 10 to 60 degrees, during the observation. Mr. Hill was interrogated by an Air Force intelligence officer from Langley Air Force Base. NICAP note: Four amber-colored UFOs were reported at Patrick Air Force Base, Florida later the same evening.

July 28, 1952 - Investigation went on In Secret After UFO Chase Over U.S. Capital

From : The Washington Post By Paul Sampson

Military secrecy veils an investigation of the mysterious, glowing aerial objects that showed up on radar screens in the Washington area Saturday night for the second consecutive week. A jet pilot sent up by the Air Defense Command to investigate the objects reported he was unable to overtake the glowing lights moving near Andrews Air Force Base. The CAA reported the objects traveled at "predominantly lower levels" -about 1700 feet.

Air Force spokesmen said yesterday only that an investigation was being made into the sighting of the objects on the radar screen in the CAA Air Route Traffic Control Center at Washington National Airport, and on two other radar screens. Methods of the investigations were classified as secret, a spoken said. "We have no evidence they are flying saucers; conversely we have no evidence they are not flying saucers. We don't know what they are," a spokesman added.

The same source reported an expert from the Air Technical Intelligence Center at Wright-Patterson Air Force Base, Dayton Ohio, was here last week investigating the objects sighted July 19. The expert has been identified as Capt. E. J. Ruppelt. Reached by telephone at his home in Dayton yesterday, Ruppelt said he could make no comment on his activity in Washington. Capt. Ruppelt confirmed he was in Washington last week but said he had not come here to investigate the mysterious objects. He recalled he did make an investigation after hearing of the objects but could not say what he investigated.

Another Air Force spokesman said here yesterday the Air Force is taking all steps necessary to evaluate the sightings. "The intelligence people," this spokesman explained, "sent someone over to the control center at the time of the sightings and did whatever necessary to make the proper evaluation. Asked whether the radar equipment might have been malfunctioning, the spokesman said, "radar, like the compass is not a perfect instrument and is subject to error." He thought, however, the investigation would be made by persons acquainted with the problems of radar.

Two other radar screens in the area picked up the objects. An employee of the National Airport control tower said the radar scope there picked up very weak "blips" of the objects. The tower radar's for "short range" and is not so powerful as that at the center. Radar at Andrews Air Force Base also registered the objects from about seven miles south of the base.

A traffic control center spokesman said the nature of the signals on the radar screen ruled out any possibility they were from clouds or any other "weather" disturbance. "The returns we received from the unidentified objects were similar and analogous to targets representing aircraft in flight," he said.

The objects, "flying saucer or what have you, appeared on the radar scope at the airport center at 9:08 PM. Varying from 4 to 12 in number, the objects appeared on the screen until 3:00 AM., when they disappeared.

At 11:25 PM., two F-94 jet fighters fro Air Defense Command squadron, at New Castle Delaware, capable of 600 hundred mph speeds, took off to investigate the objects. Airline, civil

and military pilots described the objects as looking like the lit end of a cigarette or a cluster of orange and red lights.

One jet pilot observed 4 lights in the vicinity of Andrews Air Force Base, but was not able to over-take them, and they disappeared in about two minutes. The same pilot observed a steady white light in the vicinity of Mt Vernon at 11:49 PM. The light, about 5 miles from him, faded in a minute. The lights were also observed in the Beltsville, MD., vicinity. At 1:40 AM two-other F-94 jet fighters took off and scanned the area until 2:20 AM., but did not make any sightings.

Although "unidentified objects" have been picked up on radar before, the incidents of the last two Saturdays are believed to be the first time the objects have been picked up on radar-while visible to the human eye. Besides the pilots, who last Saturday saw the lights, a woman living on Mississippi Ave., told the Post she saw a very "bright light streaking across the sky towards Andrews Air Force Base about 11:45 PM. Then a second object with a tail like a comet whizzed by, and a few seconds later, a third passed in a different direction toward Suntland, she said.

Radar operators plotted the speed of "Saturday night's visitors" at from 38 to 90 mph, but one jet pilot reported faster speeds for the light he saw. The jet pilot reported he had no apparent "closing speed" when he attempted to reach the lights he saw near Andrews Air Force Base. That means the lights were moving at least as fast as his top speed-a maximum of 600 mph.

One person who saw the lights when they first appeared in this area did not see them last night. He is E.W. Chambers, an engineer at Radio Station WRC, who spotted the lights while working early the morning of July 20 at station's Hyattsville tower. Chamber's said he was sorry he had seen the lights because he had been skeptical about "flying saucers" before. Now he said, he sort of "wonders" and worries about the whole thing.

Leon Davidson, 804 South Irving St. Arlington, a chemical engineer who made an exhaustive study of "flying saucers' as a hobby, said yesterday reports of saucers in the East, have been relatively rare.

Davidson has studied the official report on the saucers, including some of the secret portions never made public, and analyzed all the data in the report. Davidson, whose study of saucers is impressively detailed and scientific, said he believes the lights are American "aviation products"-probably "circular flying wings," using new type jet engines that permit rapid acceleration and relatively low speeds. He believes, they are either "new fighter," guided missiles, or piloted guided missiles. He cited some of the recent jet fighters, including the Navy's new F-4-D, which has a radical "bat-wing," as examples of what the objects might resemble.

Davidson thinks the fact that the lights have been seen in this area indicates the authorities may be ready to disclose the "new aircraft" in the near future. Previously, most of the "verified saucers" have been seen over sparsely inhabited areas, Davidson explained, and now, when they appear here, it may indicate that "secrecy" is not so important any more.

July 29, 1952 - Langley Air Force Base, Hampton/Newport News, Virginia

2:30 p.m. Witness: USAF Capt D.G. Moore, of military air traffic control system. One

undescribed object flew at an estimated 2,600 m.p.h., below 5,000' altitude, toward the air base for about 2 minutes.

2:50 p.m. Witnesses: Mr. Moore, Gilfillan electronics representative W.Y. Hope. One radar target tracked moving away, stopped for 2 minutes, again moved very, very fast. Four minutes.

Fall 1952 - Hovering Green Sphere over Hampton Roads Area

During the Fall of 1952, three airliners 15 minutes apart sighted a UFO simultaneously. Pan American Airways Captains Charles Zammett, Robert Harris, and William Hutchins were flying DC-4 aircraft about 600 miles south of New York, en route from New York City to San Juan, Puerto Rico. Suddenly they all saw ahead of them a huge green ball, extremely brilliant and much larger than a full moon in apparent size. The object seemed to be absolutely stationary. The sighting was not reported to anyone until several years later when one of the pilots happened to fly with Capt. William B. Nash, PAA pilot and NICAP Adviser. Captain Nash describes what happened next:

One ship called to one of the others: "Do you see that?" "I'll say I see it! What the devil is it?" Then the third crew broke in: "We see it too. Who could miss it?"

The three pilots continued to watch the amazing sight for about 45 seconds, as the UFO stood perfectly still. Then one pilot started to ask: "Do you think we'll pass it wow! Look at it go!" Just then the bright green orb suddenly sped off to the west at fantastic speed. They watched it move straight away from them on a horizontal path gradually diminishing in size, seemingly due to perspective diminishment.

June 1, 1954 - Norfolk Naval Air Base, Norfolk, Virginia

At approximately 8:00pm a bright white disk like full moon’s, slightly tilted, crossed over our ship from west to east, not at a high rate of speed, clear night, none of the sailors aboard ship knew what they were. it wasn’t until a few month’s later when we knew of and heard of UFO’s. (NUFORC)

June 23, 1954 - Langley Air Force Base, Hampton, Virginia

At approximately 11pm a circular object appearing larger than a full moon hovering over hangers moved at varying speeds and made 90 and 180-degree turns. At age 15, visiting my cousin, whose father was Dept. head, model testing, NCAA (forerunner of NASA) George and I were on the road crossing one of the runways where we stopped at a signal indicating runway in use. My cousin, looking out the driver's side, commented on the full moon. I was looking out the passenger window, observing a much larger object, moon-like in shape which was hovering over the hangers. It began moving, slowly at first, in a straight line, accelerating as a group of 3 F-101 Voodoos began chasing it. The object made 2 90-degree turns and "floated" back to initial position. Minutes later, a group of 3 F-100 Super Sabres did likewise, but the object made 2 spectacular 180-degree turns, then soared directly upward until it disappeared. (NUFORC)

June 29, 1954 - The "classic" Black Triangle - captured on video over Russia.

No further information is available.

June 29, 1954 - a Boeing Stratocruiser reports a large Triangle UFO

(The Centaurus, flying at 19,000 feet, speed 230 knots) was flying from New York en route to Newfoundland when, over the sea off the coast of Labrador, a large "metallic" object emerged from a gap in the clouds - this object was circled by six smaller objects. The pilot, Captain James Howard, sketched the larger object which seemed to change form, However, in a BBC interview he finally described it as a large triangle.

The co-pilot, Lee Boyd, contacted Ground Control and told them, "We are not alone". "We know", was the reply from Ground Control. "What is it?" Boyd asked. "We don't know but we have scrambled a Sabre from Goose Bay to investigate", - was Ground Control's response.

The UFO flew along with the Stratocruiser at a distance of about 3 miles until the Sabre jet aircraft approached - at this the smaller UFOs lined up and, one by one, merged into the larger object. When the Sabre reached the UFO, it vanished. The whole event was witnessed by the crew and 30 passengers.

August 20, 1968 - Norfolk Naval Air Base, Norfolk, Virginia

While relieving and sailor at 3:30 am. We were looking at a full moon. We noticed this very bright star that appeared to be about 6" from the moon. This very whites blue light all of a sudden started jumping around as though it was one of those little black water bugs that you see in streams. This thing finally just when up and out of site. We never told any one about this because of what we would encounter from our superiors. Looked like a very bright star. Could make 90 and 180 Degree turns. Looked as thought it was jumping around the moon. We heard no noise. It would leave a trail like a sprinkler that. (NUFORC)

January 15, 1992 – New Church, Virginia

January 15, 1992 – New Church, VA 5:30 pm EST - Spherical white lights blinking in a spherical shape, were stationary over field. The craft was transparent or reflecting. When it moved. It sped south at speeds over 65 MPH before flying out of sight.

November 2, 1993 – Hopewell, Virginia

David Nelson saw the car in front of him weave on and off the road and realized the driver was looking at a V shaped UFO hovering 500 yards ahead of him. It was hovering a 100 feet above a pond on the south side of Temple Avenue on November 2, 1993. The bottom of the object was a dull aluminum color with five circular, fluorescent green lights.

The sides were gray-black and appeared to be about ten feet thick. He estimated its size to be 75 feet from wing tip to wing tip. When he was almost beneath the UFO, it tilted its sharp nose up at 45 degree angle and shot almost straight up and was out of sight in a second. It left a puff of dark gray smoke. The case was reported to the Colonial Heights Police and the Hopewell News. They

covered the original story and a follow up story that brought in more reports. The police noted there had been a similar sighting a week earlier. Thanks to investigators Mark Blashak and VA State Director Ricardo Atristain. From Filer's Files #4-2000

March 15, 1997 - Oakton, Virginia - 23:55 EST

Shape: Delta – Triangle - I saw two large bright round white lights moving forward together but keeping the same distance apart. Then the two lights changed direction. Then I saw what appeared to be the bottom of a large moving object. It was covered with rows of lights, mostly white lights and a few red lights.

The two bright white lights appeared at night outside my house. Then they turned across the backyard. It was very quiet. Then when I went outside and looked up into the sky I saw rows of much smaller white lights mixed with a few red lights near the middle. These lights were all moving slowly together as though they were on the bottom of a very large moving object. The shape was elongated but it appeared to have wings on each side in the middle.

The lights covered this base and wing surface area. I felt that I was looking up underneath the object. It slowly and quietly moved in a straight line right above the trees across my backyard and my neighbors backyard. It moved at the same speed until it disappeared. I listened for a helicopter or plane noise but only noticed a low-level hum as it disappeared in the distance. Then I heard a swoosh noise. The object was massive, and it seemed as though it was deliberately scanning the area. Later I saw the two lights again but this time they darted away.

October 10, 1997 – Norfolk, Virginia – 22:39 EST

Shape: Circle - Green, luminous round object that had a dark vertical line (or absence of light) appeared suddenly descended and disappeared. It was midnight and we were driving on Northampton Blvd and saw what looked like a green luminous round object that had a dark vertical line (or absence of light) it appeared to be falling or descending it disappeared after being visible for about 10 seconds. It never reappeared.

March 5, 1998 – Norfolk, Virginia – 19:00 EST – Green Fireball UFO

Shape : Fireball Intensely bright green fireball almost the diameter of the moon shot across the sky. Long bright green trail. Visible for 3 seconds or less.

Was getting out of my truck on Boissevain Avenue in Norfolk, Va. and was facing North when the event occurred. Saw the brightest object I have ever seen in the sky except for the sun. It was a bright green fireball with a tail that was extremely long of the same color. I have seen many meteors/meteorites in my 50 years but never anything to equal this. It was a dark evening and I was on a well lit city street. Will send you a sketch if desired.

October 19, 1998 – Virginia Beach, VA – 18:00 EST - 2 fireballs flying UFO's

Shape : Fireball 2 fireballs flying north to southwest about the speed of jetliner. My husband and I were traveling south in Virginia Beach. I looker west and saw two objects flying to the south. At first I thought they were jets with vortices. As my husband looked at the objects, he stated that

jets vortices is not golden-red in color. we watch the objects travel for about 10 minutes. They appeared to be moving further west and soon left our sight. They were unbelievably bright and big; they were both traveling at the same speed and in the same direction. Our first UFO sighting and it was great. Have no idea what they were. My husband says meteors, I THINK NOT!

June 23, 1999 - Virginia Beach, VA - Very Bright Lights Constantly Changing Positions

June 23, 1999 -Virginia Beach, VA 10:30 pm EST – Witnessed a very bright flash of lights constantly changing positions but staying in one general area. The lights were very high in the sky and might have actually been three or different craft, because of their rapid movement, might have made it look like a single light or craft. It might have landed nearby, but witness unsure.

July 4, 1999 - Wachapreague, VA - Orange Cigar Shaped Light

July 4, 1999 - Wachapreague, VA 11:59 pm EST - Orange cigar shaped light about one thousand feet in the sky. Disappeared and then came returned about five minutes later. As we were visiting my boyfriends' parents' house. His mother and I were parking the car. She looked through the windshield and saw a large bright orange cigar shaped object traveling from northwest to southeast, about five hundred feet in the sky.

It silently accelerated straight up into the sky then disappeared within a minute. My boyfriend came home five minutes later and was told this story. In disbelief (but curious) he went outside.

My boyfriend observed a white cloud like formation of a sideways "s" shape above our house. He then yelled back to us to come outside. We witnessed the object traveling southeast at tremendous speed. At approx. 100 feet the object appeared to be cigar shaped. The craft appeared silvery gray leaving a trail of orange light. As the craft accelerated the orange light extended to four times the length of the craft, maintaining the crafts width throughout the sighting.

The ship appeared leaving the orange light behind it traveling about 30 miles upward. It came to a sudden halt. A split second later a small white light appeared growing to the size of the moon. The light expanded growing about fifty times its original size. It then disappeared, leaving a backward "C" shape formation with the white light in the middle of the "C" fading. Knowing this is the 4th of July, there was NO FIREWORK ACTIVITY going on in this small town.

Note: From NUFORC - The time of this sighting coincides with the launch of two "Black Brant V" missiles out of the U. S. Navy facility at Wallops Island. However, fuel used in these rockets (trimethylaluminum) is reported to have burned with a "pearly white" color, not red.

March 23, 1999 – Chesapeake, VA – 23:11 EST

Shape : Oval It was about the size of a mid-sized car.
Very Bright yellowish orange. It moved parallel to the ground. The sky was dark and there were only a few lights in the parking lot. The glow from the object was very, very bright. It moved across the horizon at a slow pace. It looked somewhat oval with a haze surround the edges. I could tell that it was pretty high up in the sky, but at the same time, it was really big. There were no trails at all.

September 17, 1999 – Virginia Beach, VA 23:55 EST

Shape : Fireball a ball of light shot over my head.
I was on Strickland blvd. on my way to work at 23:55. I was making my final turn into the parking lot and I saw a small green ball of light heading south west for only a fraction of a second. It was about the size of a bb, haloed with yellow with a pointed yellow orange tail. the tail was longer than the ball. I work overnights at a 7-11, and food service during the day.

September 23, 1999 – Salem, Virginia – Boomerang UFO

SALEM - MUFON is also investigating a September 23, 1999, sighting by a mother and her 15 year old daughter. They were in their car traveling south on Duiguild Road at 3:30 PM. They both observed a strange boomerang shaped object about a mile ahead of them. The object was flying below and in front of a hillside. The boomerang was dark in color and traveled slowly from the southwest to the northeast. The apex of the object was pointed down and it appeared to be flying sideways. The sighting lasted about 30 seconds before it went behind some trees. Thanks to Ricardo Atristain angel_quest@sprynet.com.

October 5, 1999 – Chesapeake, VA – Three Orb UFO's

Shape: Other I was doing some observations for my astronomy class tonight and I saw something very strange. I was looking west about forty-five degrees above the horizon, I was trying to identify some constellations for my astronomy project notebook. I looked down at my star chart for a minute and then looked back up. It was then that I saw the objects, I noticed them because they were moving across my field of vision right to left. At first I thought it was a plane going really fast but there were no aircraft warning lights on them at all.

What I saw was three spheres all aligned vertically. They were not bright at all, they seemed to be a dull gray with a haze around them. The objects were not bright like a star or meteor. Once I realized they were not planes or a meteor I felt uneasy, I have never seen anything like them. The three objects flew perfectly in a straight line. I ruled out a meteor because of the dull light and they flew straight. The objects changed course almost vertical and disappeared, that is what freaked me out, they went straight up. There is no way that was a meteor, military plane or weather balloon, I have never seen anything do that before.

October 10, 1999 – Petersburg, VA - Disc Hovers Over Witnesses

RICHMOND -- On October 10, 1999, a disk shaped UFO was observed by a high school teacher and her two teenagers at 7: 00 PM in clear weather. MUFON investigator Joan Woodward interviewed the witnesses. Therese P. was driving on Route 645 along the Appomattox River near the Ft. Lee Military Reservation when Mathew 14, sighted a large object rising out of the woods. The object was hovering low above the trees just south of the Federal Reformatory at twilight.

The three witnesses described the object as 10 to 13 pulsating and rotating white amber lights in a circular formation-moving counter clockwise. There was also a large white amber light that did not pulsate. Therese continued to drive toward the lights and, when they were a half mile away, they estimated the entire formation was about 100 to 150 feet above the ground and the size of her fist. A few seconds later they saw more single lights rapidly approach from the south and hover in a horizontal line to the left of the others. These lights were about the size of one of the

lights in the circle.

Route 64 curves to the south about one hundred yards to the east of where the lights were and, as they made this turn, the vehicle's head lights passed under the objects. The objects appeared to respond to the headlights by slowly moving south parallel to the road. The lights hovered over several buildings used to house the staff of the Federal Reformatory. They wanted a better look, so they drove west down a private driveway toward the houses. When she was almost beneath the lights, she pulled to the side of the road, cut the engine and lights off, and rolled down the windows.

The witnesses reported there was an unnatural silence in the area and it was like entering a sound proof room. They observed the lights through some trees. The object was the size of an automobile tire at arm's length. After watching for a few minutes the formation of lights then disappeared and two seconds later reappeared in the east in the same formation. Mathew saw a streak of white light as they moved. The object then moved instantaneously to an area about three miles distant.

Contacts with local military and airports indicate no one else was aware of the incident. The 13-year-old daughter had a red mark on the back of her neck and one behind her left ear. There was also a semi-circular formation of red puncture marks on her forehead after the incident. Thanks to VA State Director Ricardo Atristain

October 14, 1999 – Warrenton, Virginia Hovering Sphere UFO

MUFON State Director Ricardo Atristain writes we are investigating an October 14, 1999 sighting. After shopping the witness observed a metallic sphere hovering in the northern sky at 6:00 PM. She then observed a second smaller sphere approach the first from below. The small one entered into the larger sphere and they both seemed to vanish. Driving home, she saw another similar sphere hovering below and to the left of the quarter moon.

November 17, 1999 – Springfield Virginia Flying Triangle and Sphere

Filer's Files #47-1999 SPRINGFIELD -- Chuck and Cathie Warren provided the following sighting report from a 23 year old Virginia college student and three other witnesses. On November 17, 1999, he pulled into his driveway at 7:15 PM and looked to see if the Leonid's meteors were visible, but instead he saw a Flying Triangle. As he watched he could see it was circling a big area.

At its farthest point away it was a just a red light, but when it circled over the house you could see it was an equilateral triangle making a low humming sound. He shot some video of it where the light can be seen circling above looking like a triangle. It kept flying the same circular route for more than 4 hours until 10:45 PM! If it was a plane, why would it be circling around for no obvious reason?

The size of it at closest rendezvous was about half a thumbnail at arms length. The Fairfax County Police were phoned and suggested that it was a weather balloon. The four witnesses thought it was a UFO. Thanks to cewarren@worldnet.att.net (Chuck Warren) Contrail

Connection http://www.contrailconnection.com

January 21, 2000 – Virginia Beach, VA - Two Red UFO's Seen

On Friday, January 21, 2000, at 11:15 p.m., Lisa B. "left my friend's house and walked across the street to my house. I looked up at the sky to see the lunar eclipse. As I was looking away, I saw two moving lights (red or dusty rose in color-- L.B.) I thought maybe it was two falling stars, but the size was too large and the color wasn't right. They were moving parallel to each other with the top one moving faster.. Then they looped and came close to each other, looped back out, and when they came closer together the second time, they disappeared."

"My husband and friends decided that it had to be military-related," Lisa added, "Which I am believing for the sake of my sanity and peace of mind."

(Editor's Note: Virginia Beach is also the world headquarters of the Association for Research and Enlightenment (A.R.E.), the non-profit foundation created by psychic Edgar Cayce.)

February 28, 2000 – Virginia Beach, VA – Chevron Shaped Object

I saw what seemed to be 5 separate lights in the eastern sky. One bright light and 4 smaller and less bright lights. The lights were in a "V" shape equidistant from each other with the bright light at the point of the "V".

The lights were moving together at the same speed. As I watched the lights moved north at a slow rate of speed and the "V" seemed to stand on one "wing" as the lights turned east from the former northern heading. As I watched all lights moved together and kept the same relative spacing. The lights were fairly low in the sky and if connected would have outlined a fairly large craft. I would estimate several hundred feet per side.

Five lights in a "V" formation (approximately 90 degrees), one bright light at the point of the "V" and 2 smaller less bright lights on either side. The lights were low on the horizon and were moving slowly in a northerly direction, then turned and began to move in an easterly direction.

In executing the turn it was as if the lights were connected as the lights seemed to execute a steep bank to the right with the "V" seeming to stand on one leg as an airplane would to make a sharp turn.

The lights did not change speed as they turned. The lights were white and round. The distance to the lights I would estimate at a maximum of one mile The size of the "V" I would estimate to be several hundred feet per leg. I could not see any connection between the lights. There was no sound associated with the sighting

May 5, 2000 – Hampton, VA 16:10 EST – Strange shaped craft

Shape : Other Daylight observation of strange shaped craft over interstate in populated area near local Air Force base.

Driving to a movie yesterday evening… it was mostly cloudy. When we approached the Mercury Blvd. overpass on I-64N. I noticed a craft off to the left. I thought it was a pair of fighter craft in

close formation as we were near the flight path of Langley Air Force base and sometimes two jets on approach blend into a strange shape.

It became apparent that the object was not jets and not as far away as I first thought and it was a singular object, rather oblong and cylindrical or boxy with a smaller boxy protrusion about midway down the length off to our right. It was hard to determine how fast it was going as we were in a moving car, but it appeared to be floating as a balloon would. I would estimate the object was approximately 30-40 feet long and between 6-10 tall. It appeared to be dark gray and there were no lights on it at all that we could see.

We were probably about 500 yards away at closest approach and it appeared to be about 100-150 feet up in the air. There was a local police car stopped by the overpass and we later wondered if he has seen this as well and was taking a look at it. Unfortunately, I wasn't able to get a good look at the object and am primarily interested in if anyone else saw this and knew what it was...I've seen many a strange thing in the sky over the years but most if not all I could explain away after a short time. This object has me bamboozled as to what it was.

September 31, 2000 – Hopewell, VA – 22:00 EST – Large Green Fireball UFO

Shape : Fireball Large neon-green fireball, traveling parallel to I-295 (south) at 200 mph and parallel to ground, behind treetops, near Hopewell, VA.

I am resubmitting a report that I filed several weeks ago, since it is not yet posted on the website, and because I note that you are currently interested in sightings on July 31, 2000. On the evening of July 31, 2000 I was traveling south on I295 between Richmond, VA and Petersburg, VA, with 1 passenger. It was very dark and stormy and about 9 p.m.. The two of us observed what appeared to be a very large, neon-green fireball traveling south parallel to I295 at what appeared to be treetop level.

It was traveling faster than the highway traffic, probably at 200 miles per hour or so. The lower third of it was hidden by the treetops. It did not have a long tail, but could have had a very short tail. Its surface appeared to have a lot of clear-colored small bubbles associated with it. Its size was comparable to a lemon held at arm's length.

I thought it was a meteor at first. After thinking about it for several months, I considered the possibility that it might be a UFO. The reasons for this are as follows: 1) it was traveling parallel to the ground, not arcing down; 2) it did not have a well-defined tail; 3) it appeared very large, and appeared to be at a very low altitude.

I am a geologist (PhD) and I knew that if a bolide of this size and scale hit the earth, it would cause a catastrophic event. I figured that astronomers would have noticed it and reported on it. I heard nothing reported.

The alternative explanation is that we were looking at the base or side of a UFO. Since I do not know if you received my last report, please notify me when you receive this. My passenger was a 10 year old boy. If the object was a meteor, it was gargantuan in scale, and looked like a planet speeding past. Near Richmond airport.

January 30, 2001 – Virginia Beach, VA – Silver Cylinder Hovering over Oceana Naval

Shape : Cylinder A silver cylinder hovering in the sky near Oceana Naval Air Station.

While driving west on I 264 near Oceana NAS, I saw a long silver cylinder sitting horizontally and motionless in the sky. I thought that's weird when I realized it fit a ufo description of a silver cigar shape object. The top and bottom were straight and each end was slightly rounded. There was a clear reflective highlight from the sun that ran the length of the object. I noticed the traffic slowed down. Other drivers must have also seen it. It was a clear sunny day at about noon.

February 8, 2001 – Oakton, VA – Glowing Object among Trees

Shape : Light small glowing object moving slowly among the trees.

At approximately 06:30, on the morning of 08 Feb 2001, I had an early meeting at work so I left about an hour earlier than I usually do. It was still dark, and there was a very bright full moon. As I was about a tenth of a mile from my apartment building on Bushman Street, Oakton, Virginia I looked at the moon which was bright and low on the horizon.

To the left and below of the moon I saw an amber colored light moving slowly from right to left, approximately over the A T & T regional headquarters building compound. At first I thought that it was an airplane taking off from Dulles Airport which is about twenty miles away in that direction but I realized that it was far too low on the horizon for it to be an airplane and it seemed to me that it was almost at tree top level.

I realized that it was quite near. I made a right turn on to Borge street and noticed that the object had turned towards my vehicle. It blinked or pulsated once, and then held a steady amber color. It seemed to stop and hover over the edge of a small children's playground. At that time I had turned left onto Germantown road and had to concentrate on my driving, though I was still looking towards my left where it was hovering about 200 feet away, at the height of a street lamp or so.

I had to get gasoline and after that, about ten minutes later I again passed the spot where I had seen this object, and it was no longer there. At first I thought that maybe I had seen a street lamp or something as it was earlier for me than usual but the object was no longer there on my second pass by the area, so that was not it.

Nor could it have been the full moon as I had seen both at the same time. The object seemed to be a small glowing sphere or so, maybe the size of a basket ball though this is very difficult to ascertain.

February 8, 2001 – Wakefield, VA – Cigar Shaped UFO

It was bright green, with a orange/yellow tail, moving from east to west, did not hear any sounds from it, all happened in a few seconds, flying below cloud level, then disappeared…

February 11, 2001 – Virginia Beach, VA – Solid Diamond Shape UFO moving slow

Shape : Solid diamond shaped craft moving incredibly slow and silent E/SE in VA Beach.

At 10:35pm I witnessed a very unusual flying object. Heading East/Southeast above and just South, if not directly above Interstate 264 (formerly Route 44) there was an "object" which was diamond shaped and had 4 red lights on each "corner" flying relatively low to the ground and absolutely silent. I would say it was probably a half mile up in the sky and about a half mile away from where I witnessed it.

This "object" was moving so slow! If it were a plane, it would have fell from the sky! No planes fly this slow. I couldn't believe it! Its lights were not blinking or rotating. They were solid red and stayed in the same position for the duration that I witnessed it.

When I first saw it, it was just a red light in the sky that was slowly getting closer to me as time passed. As it got closer into view, I could easily make out its shape. It passed my view roughly a half mile from me. Last night was a chilly night with absolutely no wind at all. It was completely still outside except for the very faint sound of occasional traffic in the distance from the interstate. If it had any moving parts or a combustible engine on it...

I would have heard it! With the angle that I had witnessed this (about 30 degrees), it was a solid object, and the diamond shape of it was very distinct. After it passed out of my view I ran outside to get another perspective while I still had the chance and was able to witness it again for about another 10 seconds as it silently passed out of my view for good.

I do live in a city which has a lot of Military and flying aircraft which practice out of Oceana Naval Air Station which is in the general direction that this "object" was heading, but I see and hear these jets all the time as anyone who lives near me will say too.

This was not a fighter jet! Nor was it a helicopter. Before I witnessed this "object", I could hear plain as day other aircraft in the far distances which were miles away! This thing was within "rifle range" of me and wasn't making a sound. Every aircraft that I have ever seen in my lifetime has had at least one blinking (beacon) light on it, and/or at least one white light.
What kind of "craft" flies around with 4 solid red lights on it, and no beacon light?! Lastly, and most certainly, I mentioned that this "object" was roughly traveling over the interstate highway...well the vehicles which were occasionally traveling in the same direction as this thing (east/southeast) were moving much faster in the same general direction than the "object"! So my guess is that it was probably moving at about 30-50 mph.

December 16, 2001 – Newport News, Virginia UFO Disk Seen

I was outside with my dog, who was looking up at the sky and backing up. Something in the sky startled the dog, so I looked up and saw there was a disc shaped object zigzagging across the morning sky from east to west at 10:30 AM. The disc was glowing, so I yelled for my boyfriend.

My boyfriend said it looked like a glowing football to him, but I thought it looked like a disc. It was very fast and it seemed like it was producing it's own light. It made no sound and left no trail of itself being there.

The sky had a few cirrus clouds, but the majority of the sky was clear. There was only one craft and I could see it until it met the line of trees that border the horizon, it continued to glow for the fifteen minutes we saw it. Thanks to Peter Davenport Director

April 17, 2002 – Virginia Beach, VA – Two Sets of Moving Parallel Lights

VIRGINIA BEACH --While admiring the planetary alignment that occurred on, on an extremely clear night I noticed two bright lights completely parallel to each other east to west not north to south at 8:30 PM. I thought they were stars at first, but I noticed they were moving east at a rapid speed, with brightness about the magnitude of Venus.

Then I noticed two more parallel lights that were north and south of each other moving ahead of the first set but slightly dimmer. The two dimmer set of lights then changed position criss crossing each other. I watched both sets as they disappeared into the haze of the city lights. ((NUFORC Note: ISS and Space Shuttle passed over Virginia Beach at 20:45 on this date. PD))

June 6, 2002 – Virginia Beach, VA – Flying Triangle

VIRGINIA BEACH -- The witness reports that on June 6, 2002, "I went to meet a friend for a walk on the board walk to observe the storm coming in at 8:15 PM, and we looked at the southern gray sky and saw a black flying triangular object in the sky." At first I thought it was a plane, but realized that it did not move.

This black triangle occupied exactly the same spot in the sky while I walked two blocks, and stopped a neighbor and asked her if she saw something, she looked and said, "What is it?" I said I don't know, she decided it was a kite.

The object had not moved and was high enough for the clouds to occasionally pass between the object and the ground. In the next 5 minutes the stormy sky became too dark to see the object. The black flying triangle had silently hovered at cloud level for ten minutes before the darkness and storm obscured it. Thanks to Peter Davenport NUFORC http://www.ufocenter.com

June 12, 2002 – Norfolk, VA – Norfolk Naval Base - Virginia Sailor Sees Lights

NORFOLK -- The witness who is in the Navy was walking from his car to the ship on June 12, 2002, and noticed an object in the sky. He states, "Being familiar to the air traffic on base, I thought it was just a plane passing by, but when I looked at the object, I noticed how the lights were positioned."

Instead of the lights being on each end of the craft, they were lined up side by side in multiple colors such as red, green, yellow, and orange."

The sailor said, "It was strange to me at first, but I kind of thought it was probably a Harrier aircraft that was entering some storm clouds, and suddenly it turned into a bright red oval like flash as I watched, and it did not come out the other side of the clouds." I would have seen it if it changed course, because the base is huge. "I didn't tell any higher ups about it, because I'm not crazy!" Editor's Note: The military loses hundreds of high quality reports due to ridicule. From: Filer's Files #27 7-4-2

November 1, 2002 - Williamsburg, VA - Glowing Disk and “V” spotted near bases

WILLIAMSBURG -- My friend and I glanced up in the night sky at what we thought was a flock of geese in 'V' formation on. But it was lights on a craft gliding slowly and silently to the southeast at 9:45 PM.

The silent 'V'-shaped aircraft glided slowly over. One side of the 'V' was shorter than the other and there were about seven pale yellow lights on one side, about five on the other. The lights appeared oblong, not circular. Our line of sight was obscured as it moved behind a lone tree, but then it didn't come out from behind the tree. It disappeared without sound. We are located close to Camp Peary and Langley Air Force Base.

November 1, 2002 - Wilmington, NC - Chevron Shaped Craft Spotted.

WILMINGTON -- The witness was standing on a picnic table on, and was looking up at the stars when out of nowhere appeared unidentified flying objects. At first I thought it was a shooting star, but then two more appeared. At first I thought, "Well that is odd" and then a fourth appeared.

They were all a glowing orange in a chevron shape and about the size of large stars. The first three flew in a V, one in front and two on either side and slightly behind. The fourth flew to the right of the three and just before disappearing fell into formation and the four were a diamond. I don't think that they were Earthly craft because of how fast they flew and the odd orange glow they gave off. It was a clear night and they just were there, flew over my head and were gone. Thanks to Peter Davenport NUFORC

November 4, 2002 - Virginia Beach, VA - Disk with Blue Lights

VIRGINIA BEACH -- On the witness reported, My wife exclaimed, "Look! What's that in the sky?" I looked up and saw a strangely lit disk shape with a white or blue light blinking on top and bottom. The UFO was lit in a very peculiar manner. It seemed every inch was perfectly lit, as if the object itself was glowing.

I checked my watch it was 6:45 PM. The color was a pale greenish. there seemed to be a ring around the disk that was a darker color, perhaps black, though it still was completely visible against the night sky.

The only light source I can imagine was from the UFO itself that hovered. The tree line blocked our view, so we lost sight. If the UFO was moving, it was doing so very slowly and in a kind of sliding manner. As soon as we got out of the car, we heard jets roaring by from Naval Oceania Air Base. The jets were flying in two pairs, away from the direction we saw the craft. The speed and throttling of the jets seemed to be slightly abnormal for the weather and night situation. Thanks to Peter Davenport NUFORC

November 8, 2003 – Virginia Beach, VA – Chevron

Duration:45 seconds - sighting during lunar eclipse - As myself, my husband and my 2 children were watching the lunar eclipse, only my 13 year old son and I saw at the same time, an almost

V-shaped object of dim light glide across the sky under the moon from left to right. I asked my husband if he saw it and by the time I had looked away and tried to point it out, it had gone. I was thrilled when my son said he had seen it also and we had seen the same exact thing. No flashing lights, no sound.

July 27, 2005 - 9:00 p.m. - Norfolk, Virginia - Cylindrical/Spherical Object

HBCC UFO Research: Full Description of event/sighting:

Oh how I love storm watching. The rumbling thunder and spectacular lightshows, to the pouring rain and endless candlelit games of charades during power outages. On the evening of July 27th, 2005 at approximately 9:00pm, my girlfriend and I witnessed an object flying that was, and remains, unidentified. Was its purpose to view the storm, or for the storm to help view it.

The anticipation of an ending record breaking "heat wave" had been felt all day. Finally these 100+ degree daytime highs were going to be crushed by a cold front, resulting in large, severe thunderstorms. In fact, weather reports earlier in the day were claiming that the huge ban of thunderstorms (from Texas to New England) were producing wind gusts up to 60mph, and large hail stones. As soon as I heard the emergency broadcast alerts by means of television, I knew it was coming.

After a few rumbles of thunder were heard, I decided to head outside to watch. It was about 8:45pm and the sun was set, yet there was still a shimmer of light in western sky coming through the clouds of the oncoming storm. I sat in my usual spot on the deck steps. Our deck is roofed which provides excellent storm watching without getting wet. My eyes were wondering back and forth between my 11 month old puppy playing in the yard and the inconsistent flashes of lightning reflecting off neighboring houses.

As I looked to my right, I noticed a bright star in between two parallel power lines from my vantage point. It flickered violently between white and amber colors, just as a star rapidly twinkles in the distance, the object didn't appear to be moving at all and I thought to myself, maybe this is a planet because it seems much larger than even the largest, brightest star. So there I was trying to decipher the object and realized that whatever it was seemed to be under the veil of storm clouds.

There was no clear patch in the clouds to peek at the humbling vastness of space. So as I watched this mysterious light in the sky, it became clear that it was moving. I performed many visual tests with stationary objects (power lines) to make sure the object was moving. This went on for about two minutes before I decided to ask my girlfriends opinion and grab my video camera. I began recording for a total of 6 minutes. The glowing object ever so slowly hovers to my east and descends. There was approximately 4 more minutes of viewing before the object descends below the tree-line and out of view. Those last minutes are not in this footage.

As far as the objects actual size and distance I have no idea. At approximately 9:45 pm I decided to call the non-emergency line of one of the Norfolk police depts. I asked the officer (or whomever answered my call) if there had been any reports of unidentified flying objects in the area within the past hour or so. He said not at that particular station, but inquired about my

sighting.

I explained and his response was that a logical explanation was that there is always a high amount of helicopter traffic from local TV stations etc in the area. I thanked the man for his time and hung up. This object was NOT an airplane (although Norfolk International Airport is within about 7 miles from my location). The object was definitely NOT a helicopter (my sister flies CH-46 helicopters for the navy and my father is a retired commander). There were no signs of any flashing beacons. The object was NOT a star or planet due to its movement and location under the clouds.

I am not 100% sure on the following topic of balls of light appearing in storms due to the electrically charged atmosphere so I cant rule it out. More personal research will tell. Here is a video capture in mpeg format from the original, non duplicated hi-8 Sony video camera tape. The transfer appears darker than the original tape, but I didn't want to edit the picture quality in any way. The only editing done is a layer of text with date time location and my name.

The most exhilarating image however appears when I took a still photo of the image during the illumination of a lightning flash. I challenge all of you to dissect this footage with my full cooperation to help in ANY WAY NECESSARY. I was privileged to witness this event and hope this footage can provide some stepping stone closer to truth.
Thank you to the witness for the interesting report and photo.

August 4, 2005 – Norfolk, VA - Cylindrical/Spherical Object Reappears

HBCC UFO Research: To make a long story short, I was on the way with my girlfriend to her grandfathers house to help with some laundry when the same object witnessed 8 days prior, was spotted again, in roughly the same location. I thought at first I was just still camped from the last sighting and was transforming a bright star into a UFO. Luckily the stoplight ahead just turned red so I had a minute to perform a movement test with a stationary telephone pole. The object was indeed moving but I tried to convince myself that my head was moving ever so slightly to reveal the object from behind the pole.

We live only 2 miles from her grandfathers and were within a block from his house. The mild amber flicker the object emitted however was all to familiar and fresh in my mind to take the chance of letting it go undocumented. I floored it, dropped my girlfriend off and sped back to my house to grab the camcorder (and tripod this time!!).

I still was very pessimistic. I flew back to the end of my girlfriends grandfathers street where there just so happens to be a baseball field and park and set up to record. There is a total of 12 minutes of footage, edited into a 5 minute clip of different vantage points. The object moves very slowly and descends into the trees. Thank you to the witness for the report. Brian Vike, Director

July 18, 1997 – Hale – Bopp Discoverer Dies

Gene Shoemaker was a geologist that wanted to go to the moon. He became very interested in astronomy and created a branch of the USGS called Astro-geology. More than being known as one of the CO-discoverers of SL9 he was known as the man who catalogued literally hundreds of previously unknown earth impactors, via weather eroded craters.

He did this after research into the mechanics of impacts, studying craters all over the world. On July 18th, 1997 he was traveling with his wife on a long straight road outside of Alice Springs on his way to study another crater, when his car was hit head on by another sole car.

TMG's investigation into the accident was stopped cold in its tracks. Investigators in Australia were told they were not allowed to view case files on the incident, even when the investigator was a past high ranking Australian government official (however at the time a representative of TMG). The case was sealed and apparently no one is allowed to view the details of the accident.

Shoemaker's spouse was with him at the time and suffered near fatal injuries. She has since recovered and it has been reported that she has returned to her work. The above appears fairly clear, but without the case file there is nothing that can be proven. We can only postulate on what is known. Seems strange however that the accident occurred in broad daylight, with only the two vehicles on the roadway. But I did say strange, not unlikely.

July 25, 1997 – A-10 Crash Investigators Focus on Mystery Call

Web posted at: 8:06 p.m. EDT (0006 GMT)

WASHINGTON (CNN) Air Force officials still want to know why an A10 attack plane went 800 miles offcourse in April and crashed into a Colorado mountain peak. Sources told CNN that Air Force investigators are focusing on a telephone call that seemed to distress Capt. Craig Button, the pilot of the A10, on the night before his fatal flight.

While it had been rumored that Button may have been homosexual or had AIDS, toxicology reports reveal he was not HIV positive, and investigators say they have no evidence to suggest he was gay. But officials learned from Button's roommate that Button became upset by a phone call the night before the flight. They have been unable to determine whom the call was from, or the substance of the call.

Investigators say there is no evidence that family problems or financial troubles were a source of anxiety for Button. They also have been unable to find evidence that he was affiliated with rightwing militia groups, as was rumored.

August 5, 1997 – Interview of Maryland Air National Guard

On Tuesday, August 5, 1997, Capt. Drew Sullins, of the Maryland Air National Guard was interviewed by Kenny Young of T.A.S.K. regarding the March 13th Arizona UFO reports.

By Kenny Young
8-5-1997

YOUNG: Thanks for taking time from your busy schedule to talk this afternoon about Project Snowbird and the flare droppings over Arizona that generated some attention. One of the things I want to discuss is the TIME DELAY in announcing the explanation for this event, which was a duration of almost 4 to 5 months. Is there any reason to your knowledge for this delay?

SULLINS: Yes there is, and I don't think people are going to believe it, but it's the truth... it's a simple miscommunication. Apparently when the military in Phoenix was first approached, they looked at their flight logs, which are kept in two separate categories called "RESIDENT" and "VISITING" logs. These logs chart all of the incoming or outgoing air traffic. When the first inquiries of this went out, DAVIS-MONTHAN didn't check the visiting flight logs. The Public Affairs Officer down there called the people at operations who kept the flight logs, and they said, "we didn't have anything up that day." After several months, Captain Eileen Bienz was told by someone, and I can't remember who, that there was a project called Snowbird, which was an Air National Guard 'Op.' Bienz didn't have information on Snowbird, because Arizona units don't participate in it. Snowbird is an operation run during the winter when they take A.N.G. units located in the northern U.S. When it snows and the weather gets bad, they fly their units out there for a couple of weeks and train during the winter because the weather for flying is so good. Bienz put two and two together and checked the visiting flight logs, and sure enough it was discovered that there was an Air National Guard unit flying around.

YOUNG: So the miscommunication was due to Davis-Monthan?

SULLINS: Yeah, it wasn't on my part. Captain Bienz called me up and told me the whole story, just a couple of weeks ago and first I ever heard of it, and said, 'now can you confirm these things?' So I called our Ops guys of the 175th Wing & 104th Fighter Squadron, and they were able to confirm for me that they were flying that night in that area and dropping flares. The information was not held, as soon as we got it together it was released.

YOUNG: Why had the pilots in this unit, knowing they did this, not come forth in the hours after the publicity to announce the proper explanation?

SULLINS: First of all, the deployment for the unit was on the last day of a 15-day training mission happening during the first 2-weeks of March. It was one of the last missions they flew out there, and by the time it hit the news, they might have been gone. The story wasn't the big news event in Baltimore that it was in Phoenix. I think they seemed genuinely suprised that they were the cause of all the hub-bub.

YOUNG: When you say they were 'gone,' what do you mean by that?

SULLINS: They came back to Maryland. It was a 2-week training mission. They were there the first 2-weeks in March, and so by March 13th, that night, they landed and probably got up on March 14th or 15th and rolled out of there.

YOUNG: There was plenty of national media exposure regarding this, and also a second-wave of publicity in mid-June following the USA TODAY article. Is there any reason these pilots or affiliates with the squadron would not have come forth with this explanation in spite of all this?

SULLINS: Well I honestly don't think that they knew. I really don't. The lead pilot that night, a Lieutenant Colonel by the name of Ron Henry, was retiring about that time... he's retired now and commuting back and forth to Minneapolis and he's really busy. He's in the flight training program for Northwest Airlines learning how to fly a DC-9, and all these guys are really busy. They're citizen airmen and citizen soldiers, so they have full-time jobs and careers, families and other things they have to manage. Look, I'll be honest with you, until Captain Bienz called me up, I honestly had not even heard about this. I read two papers in the morning, one of them on the internet, one in my office, and so if I could miss it, then I guess they could too.

YOUNG: Was the lead pilot and others involved aware that dropping these flares would produce the results among the population below that it did?

SULLINS: No, I don't think they would have known because it's a standard routine training mission out there. Flares are dropped alot on that range. On that particular night, the visibility and atmospheric conditions were such that the things could have been viewed from the southwestern suburbs of Phoenix. These flares can be seen from hundreds of miles if the weather conditions are right. Apparently, they're not the only unit out there that dropped flares. Who's to say, perhaps the weather conditions and every thing just kind of came together and these things could be seen from Phoenix.

YOUNG: You speculate that other units could have also been involved?

SULLINS: The only units we had flying that night were the eight aircraft from the 104th Fighter Squadron.

YOUNG: What about the arguments that the flares were visible longer than 1-hour, when the actual burn-time for parachute flares would be around 4 or 5 minutes?

SULLINS: They were dropping alot of flares. They were over that range for over an hour. One aircraft would go in, drop a couple of flares, make its run and attack a target, then another aircraft would come in from behind and illuminate the range again, so they were continually dropping flares in that area.

YOUNG: So the pilots could see the flares from their plane?

SULLINS: Oh yes.

YOUNG: Would they have been able to visualize that this could be something the population

below would notice as well?

SULLINS: I can't speak for the pilots because I wasn't flying, but the dropping of flares out there is so routine that I don't see why they would've had any cause for alarm.

YOUNG: Again, the delay in this announcement is somewhat odd. How many men would have been involved with the 104th Fighter Squadron that would have had knowledge of this operation?

SULLINS: There were eight aircraft. Eight pilots.

YOUNG: Were there also officers loading the flares in pods under the wings who would have had knowledge of this?

SULLINS: I'd have to call the squadron on that, but once Davis- Monthan checked the visiting flight logs, they were able to explain it. The base knew about it, but they just didn't check the visiting flight logs.

YOUNG: How would this activity have been specified or listed on a flight log?

SULLINS: That's a good question. I don't have an answer to that one.

YOUNG: Do they list flare exercises in flight logs?

SULLINS: Anytime you're flying at night in the A-10 Thunderbolt on a night training exercise, it's probable that you'll always be dropping flares. It's very routine, there's ABSOLUTELY NOTHING OUT OF THE ORDINARY about what they did out there.

YOUNG: It was obviously extraordinary in light of the public reaction to the operation.

SULLINS: Well that was, but not the mission itself.

YOUNG: Do they announce flare exercises in advance so as not to cause public alarm?

SULLINS: No.

YOUNG: They do not?

SULLINS: No, they never have before. It's never produced this public response before and our pilots have flown this same mission out of that range a number of times before, and done so without so much as raising an eyebrow.

YOUNG: Would all the reports of a triangular object, mentioned in the USA Today article, be attributable to the flare droppings?

SULLINS: I don't know. I've only seen videotapes twice, and they looked like flares to me.

YOUNG: I recalled that some of the early reports on this that some Air Tower Operators were looking at these flares and at the same time detected no radar track of any aircraft on radar. Could you please tell me if eight A-10's which were dropping flares would have any Stealth capabilities which would have caused them not to be detected by radar?

SULLINS: Nope, and the pilots told me that they had everything operating that night and that they should've shown up on radar. Sky Harbor International Airport held radar surveillance for this area, and I don't want to speak for them, and don't know what their coverage area is, but I understand that the area is restricted military airspace. Sky Harbor International Airport will have to answer for those questions. The A-10's do not have any Stealth technology on it, and they were flying with all of their navigation radar systems and everything operating.

YOUNG: Since we had some alarm and concern generated from the public over the March 13 flare droppings, would it be possible to duplicate an identical event for the public, and arrange for the media to be present to document the event?

SULLINS: As the pilots explained it to me, it may have been the atmospheric conditions that night which allowed this thing to be seen so far away in Phoenix, but I'm not so sure we could replicate or duplicate the exact conditions that night. But secondly, it costs a hell of a lot of money to fly these planes for an hour, and I don't know that the United States Air Force would authorize that expenditure. I'd be willing to bet that since this has happened, a whole bunch of flares have dropped over that range since then.

YOUNG: So a repeat performance to satisfy the populace would not be possible?

SULLINS: I'm not saying it's not possible, I'm just saying that I'm the wrong guy to ask. You're not going to get the Maryland Air National Guard t o fly all the way across the country to replicate the event. That's a request that'll have to be made to the United States Air Force in the Pentagon, and that would then be handed down to the National Guard Bureau, and it goes from echelon to echelon, through the bureaucratic process. Davis- Monthan could assist there, if one were to inquire when the next training mission would be scheduled over Luke AFB where A-10s will be dropping flares from between 10 and 15 thousand feet. That is essentially all you have to replicate. The thing that people are getting all bent out of shape about is the fact that I never offered this as the 'definitive explanation' for what happened. We only offered this up because an inquiry was made to the military regarding unidentified lights. We released all the information on our operation, but we are not prepared to say definitively that these are, in fact, the lights. I'm not trying to stir anything up here, but I can only say that our unit was there, we flew these missions, we dropped these flares. Alot of people think it's flares. Some of the pilots who've looked at the videos flat out said it was flares. According to what every military expert and A-10 pilot told me leads me to believe it was flares.

YOUNG: Since another demonstration would be difficult, would it be possible to notify the public in the event of future exersizes of this nature?

SULLINS: Look, I gotta be completely candid here, we're not going to pick up the phone every darn time we do something. Military operations are just that - military operations. They're not things that the public is used to seeing on an everyday basis, and if everytime we conducted something that we thought the general public would find unusual, I'd spend my whole life on the phone telling people about our training. And in Maryland, we don't drop flares. And the reason we dropped so many flares in Tucson is because its one of the few places we can go to execute that mission. There is no place in Maryland that we could drop these flares safely. The Warfield A.N.G. base outside of Baltimore is not properly equipped to load, handle and store these type of flares and other ordinances. When we go to Arizona, we fly lots of these missions, and try to maximize our time out there because we can't do it at home. So we don't have any need to call people here at home and tell
them our plans.

YOUNG: If it were ever deemed needful to announce anything, who would be contacted?

SULLINS: I would put out the release. If my boss came to me and said that we were going to be conducting an exersize that would alarm the general public, then I would put out a news release to the TV, radio and newspapers.

YOUNG: Do you also handle NOTAM (Notice To Airmen) reports or advisories to other airports or pilots in the area of exersizes?

SULLINS: I don't know what a NOTAM report is, I've never heard of one here.

YOUNG: I do appreciate your time and detailed information today.

SULLINS: My pleasure.

COMMENT:

It was obvious that Capt. Sullins was knowledgeable about the flight operations of the Maryland A.N.G. and familiar with the flare maneuvers.

He had clearly handled several of these questions previously, and had also indicated that he interviewed several of the pilots involved. He may have been briefed on how to handle these inquiries, as much of what he said was strikingly similar to comments made to me by a captain from the 178th Fighter Group and 162nd Fighter Squadron Flying Unit Fighter Operations division from Springfield Air National Guard base after a separate but identical incident happened in Southern Ohio on March 26. I found Sullins to be courteous and very professional.

However, I am uncomfortable by the fact that the pilots of the eight aircraft responsible, or the other airman involved in the unit operations of the 175th Wing & 104th Fighter Squadron, would supposedly have 'not heard' of the March 13th debacle involving UFOs over Arizona. I cannot fathom that these persons would not "do the right thing" and put the matter to rest as abruptly as possible.

Recall that Snowbird remained in Arizona at least the following afternoon, or possibly several days after the March 13th event, giving them plenty of opportunities to hear of the UFO reports which had saturated the Arizona media.

Furthermore, Sullins seemed befuddled by the lack of radar returns for the A-10 activity from Sky Harbor International Airport. He also didn't elect to address the reports of a triangular object supposedly observed, and dismissed the public reaction of a 'routine' exersize to weather conditions, an identical scenario first advanced to T.A.S.K. from the Springfiled A.N.G. units after the Ohio disturbance on March 26.

In an honest assessment of this drama, I must observe that the Arizona scenario is highly suspicious and all-too-similar to the March 26th Ohio happening. And due to the delayed confession from the Maryland Air National Guard, one must seriously consider if an ulterior motive may be at work in this travesty.

The Ohio event dealt also with a large, triangular object traveling overhead, and also a 'bouncing' object that was witnessed by a fire and E.M.S. coordinator from New Vienna, Ohio. The Arizona flare explanation, like the Ohio story, is complicated by nagging inconsistencies that come against the flare explanation.

I am satisfied that flares were there, but if the other reports are to honestly considered, then we only have a partial resolution to this very interesting mystery.

August 8, 1997 - CIA: U.S. Lied to Public to Explain 'UFO Sightings'

Reuters
By Jim Wolf

WASHINGTON (Reuter) - U.S. national security officials systematically lied to explain reports of UFOs at the height of the Cold War, a study released by the CIA says.

In what amounts to the first admission of federal deception on the issue, the survey said most reports of unidentified flying objects in the 1950s and 1960s stemmed from glimpses of super secret U.S. spy planes, the U-2 and the SR-71 Blackbird.

Rather than disclose the existence of these aircraft, developed to photograph enemy targets from high altitudes, the military put out false stories, the survey said.

While perhaps justified, this deception added fuel" to claims the government was covering up evidence of extraterritorial craft and beings, the survey added.

The study was written by Gerald Haines, a historian at the National Reconnaissance Office, the Pentagon arm that operates the satellites that replaced manned spy flights.

His article, "CIA's Role in the Study of U.F.O.'s 1947-90," was published by the CIA in Studies of Intelligence, a once-secret journal of intelligence-related material. An unclassified version of the journal, released annually in recent years, is to become a semiannual. The latest issue is at http://www.odci.gov/csi/studies/97unclas/ on the Internet.

According to CIA officials who worked on the U-2 and Blackbird projects, "over half of all UFO reports from the late 1950's through the 1960s were accounted for by manned reconnaissance flights" over the United States, Haines wrote.

"This led the Air Force to make misleading and deceptive statements to the public in order to allay public fears and to protect an extraordinarily sensitive national security project," he said.

Haines said the Air Force typically explained away sightings of its spy planes as the effect of atmospheric phenomena, such as ice crystals and temperature inversions.

The early U-2s had silver bodies that, glinting in the sun, "appeared as fiery objects to [[...]] alarmist tendencies" to accept such a disclosure as confirming the existence of visitors from other planets.

Although the CIA paid a lot of attention to the question until the early 1950s, it has paid only "limited and peripheral attention" since then, Haines wrote.

Both the CIA and the Air Force on Monday defended the decision to keep the U-2 and Blackbird intelligence-gathering programs secret rather than put them at risk by giving a truthful explanation of the unusual observations.

"We sometimes take extraordinary means to protect national security assets," Gloria Cales, an Air Force spokeswoman, said. "We have classified programs that we need to protect."

But Steven Aftergood, director of a project on government secrecy at the private Federation of American Scientists in Washington, said the official deception contributed to a loss of confidence in government.

"It teaches us that we pay an enormous price for official deception ... in terms of the loss of public trust," he said. "At the time, this probably seemed like an insignificant white lie, but over the years it has mushroomed into a significant culture of paranoia."

Haines' study was not the first to link secret military activities with supposed UFO sightings. In June the Air Force reported that alleged UFO wreckage found near Roswell, New Mexico, in 1947 was, in fact, wreckage of a top-secret military balloon used to monitor Soviet nuclear tests.

The "aliens" that Roswell witnesses saw were probably dummies used to test high-altitude parachutes a decade later, the Air Force said.

August 13, 1997 - Apparitions of Virgin Mary - El-Hagar, Menufiya, Egypt

SHENTENA EL-HAGAR, Egypt (CWN) - Since the first reported sighting of the red lights and silver-white objects around the church's roof on August 13, followed by "spiritual images," about 150,000 people have visited, said the local priest, Father Youanis Rateb Abdel-Nour.

"I can tell you for sure that what you have heard is actually true," said Mayar Waheed from Cairo, Egypt. "Both my father and brother went to the small village and they saw the Virgin Mary appearing for almost 3 hours. If it was anyone else other than my family who saw this then I would have doubted, so that is why I am so sure. What they saw was as follows:
They were standing outside the church due to the crowd, and all they could see was the tower of the church where the bell is found.

First they saw a red star come down. In the star was what seemed like small white specs. This star circulated the church and then after that there appeared two big white doves. They were not flying around, but in fact they were still but only their wings moving up and down.

Next they saw light appear in the area where the bell of the church was. Inside this light appeared the Virgin Mary as a brighter body of light. Next thing was that the light surrounding Her disappeared and She remained with the two doves. Her body outline was not at all sharp - it was very wavy. Anyway, She was standing there and every once in a while She would bow down as if She was blessing the people. This all happened around 4:30 a.m.

Till now both of my brother and father are still in a daze of what they saw. They feel that they

have been dreaming. In addition, I would like to point out that ALL those standing there saw the same thing. So there was no doubt that it was in fact the Virgin Mary. They say that Her light was so bright.

I also heard that in that same day, the people in the church saw the Virgin appear in the temple area. The next night, I went to the village. She didn't appear that night, but there were two flashes of light that appeared also in the tower. Although it wasn't the body of the Virgin Mary, but the flashes of light were quite amazing."

August 13, 1997 – Virginia-Pilot Sonic Booms: UFO's or Secret Planes?

A spokeswoman at Naval Air Station Patuxent River attributed tremors that alarmed and mystified Hampton Roads in June to sonic booms from two F18s flying "a research and development mission" off the East Coast. Perhaps that was the truth. But a couple of weeks ago,

The New York Times reported: "In the darkest days of the Cold War, the military lied to the American Free Press and public about the true nature of many unidentified flying objects in an effort to hide its growing fleets of spy planes, a CIA study says."

August 18, 1997 - Jet's Crash In April Still A Mystery To Air Force

By JAMES BROOKE

While American technology explored the surface of Mars this summer, five months of searching has failed to come up with four 500-pound bombs lost in the forbidding high country of Colorado.

For a visitor approaching the granite wall where an Air Force A-10 attack jet crashed on April 2, it is easy to see why.

With winds gusting at 30 miles per hour, lightning striking nearby peaks and summer snow swirling at 13,000 feet, a Colorado Army National Guard pilot today aborted a planned helicopter landing on the ''ouch pad.'' This improvised landing site, a few yards below the field of crash debris, allows pilots to hover briefly, with one skid perched on a sloping rock, while explosives experts tumble out the door onto the mountainside.

''This is the worst possible crash terrain that I could think of,'' Brig. Gen. Donald A. Streater, the Air Force commander of the recovery operations, grumbled after the helicopter, an olive green Huey, landed at a nearby alternate site, a doormat-sized patch of solid ground in an alpine marsh.

Looming before him was Gold Dust Peak, a 13,365-foot jagged mass of gray granite that appeared and disappeared in the afternoon's fast-moving clouds.

In an enduring Air Force mystery, the A-10, with Capt. Craig Button in the cockpit, flew directly into this rock wall at 400 m.p.h. The Air Force is investigating the accident but has made no comment about the cause of the crash. Investigators said there were no traces of drugs or alcohol in the remains of Captain Button, a 32-year-old man with 15 years' experience as a pilot, including five years with the Air Force.

Captain Button, of Massapequa, N.Y., was almost 600 miles off course from a training mission in southern Arizona when he flew over New York Lake and into Gold Dust Peak, missing Craig Mountain by two miles.

''His parachute apparently was never deployed -- we found it in the snow, rolled and furled,'' said General Streater, who is stationed in Louisiana, where he is vice commander of the Eighth Air Force. Noting that the ejection seat rocket had not been triggered, he added, ''We have found nothing that would indicate an attempted ejection.''

The crash has left the military and civilian cleanup team with a daunting task. At stake is an airborne arsenal that included the four MK-82 bombs, 60 magnesium flares, 120 metal chaff canisters designed to foil radar and 575 rounds of 30-millimeter ammunition.

''One of those flares could burn your leg off,'' General Streater said, referring to the magnesium flares that the ground attack jet carried to divert heat-seeking missiles. Searchers have found almost half of the flares, which fell in the Holy Cross Wilderness, a remote recreation area popular with hikers. About one-third of the ammunition, all dummy rounds, has been found.

The bombs can throw steel shrapnel half a mile. But they are not considered to be as dangerous as the flares because their fuses are designed to prevent accidental detonations. Although ordnance disposal experts have been searching intensively here since July 7, they have not found any bombs, only bomb racks. The condition of the racks indicates that the bombs apparently went down with the plane, General Streater said.

At the crash scene, searchers face a Herculean list of physical challenges. Hand-held metal detectors are thrown off by the high iron content of many boulders where the debris was found.

''The para-rescue guys can't even get a good compass reading up here,'' General Streater said as the sun made a brief appearance over a gray rock valley dominated by Gold Dust Peak. ''We have dug up a number of rocks under the snow.''

To distinguish between jet parts and ferrous rocks in the main debris area, teams methodically hoist and lower a sled carrying ground-penetrating radar over the main debris area, a steep snow-covered slope.

Snow usually melts off Gold Dust Peak by late summer. But this year, the snowfall was so heavy that patches are still 20 feet deep. Two weeks ago, avalanche-control workers had to dynamite an overhanging cornice that threatened the searchers below.

In patches where the snow has melted, searchers have found debris under rocks, an indication that rock slides are frequent.

In Colorado's dry air, ordnance disposal experts have another worry: lightning and static electricity.

''Static discharges could be enough to set the flares off,'' Air Force Master Sgt. Jim Petree, a bomb disposal expert, said as his men carefully worked their way across a 60-degree slope. ''The lightning just chased us off the ridge.''

Even the marmots, the friendly, furry rodents of the Rocky Mountains, have proved treacherous. One searcher found that a marmot had gnawed his safety rope ''down to the last strand,'' General Streater said. So far, no one has been injured in the recovery operation.

Adding another layer of complexity, the plane crashed above the tree line, 100 feet short of the summit. Bits of metal flew, bounced and ricocheted over a quarter-mile-square area. Pieces of the canopy and the cockpit went over a ridge. The nose gun hit so hard that its seven barrels splayed back like steel noodles.

The bombs are aerodynamically shaped, resembling four-foot-long green bullets. In the past, the Air Force has recorded cases where an MK-82 bomb bounced one mile. Here, only three-quarters of a mile short of the crash site glimmer the dark, frigid waters of New York Lake.

Once the main debris area has been searched, General Streater plans to check this 60-foot-deep lake and a series of shallower alpine ponds that dot the landscape. With the season's first blizzards expected here next month, the Air Force plans to maintain a one-mile ground-exclusion zone around the crash site through next summer.

But curiosity seekers are already showing up. Last week, Air Force searchers spotted and warned two men and a boy who were camping by New York Lake. After the campers hid in the woods, only to reappear the next day, a recovery crew landed a Forest Service ranger by helicopter. He cited the two adults for violating the restriction zone, a violation that carries penalties of up to $5,000.

High above the lake today, General Streater surveyed the unstable snow and boulder fields of the crash site. He said he had thought of the contrast of the Pathfinder spacecraft exploring Mars while his soldiers could not find bombs on a Colorado mountainside.

''We are basically down to the foot patrols we would have had 1,000 years ago,'' General Streater said as the helicopter prepared again to battle the winds of the high mountains.

Photos: An Air Force crew member made a practice descent from a helicopter in Eagle, Colo., last week in advance of recovery work at the jet crash site. Bomb disposal experts combed a boulder field a few hundred feet below the summit of Gold Dust Peak in search of bombs and wreckage from the A-10 attack jet that slammed into the granite face on April 2. (Photographs by Kevin Moloney for The New York Times)

August 18, 1997 – Russian Seismic Event or UFO Crash?

Early in August the bells and whistles went off at the U.S. nuclear weapons detections center. The blast was pinpointed in Northern Siberia, an area commonly used by the Soviets to test nuclear warheads. Accusations flew and the politicians and mediators went to work. However, due to one particular detail a crisis was avoided; the soviets were not doing any testing and had not for years! It did not fit the criteria for an earthquake, the indications were a blast equal to the power of a multi-ton nuclear warhead.

Washington--- "The (Defense) Department believes a low-level nuclear test would be a breach of the Russian moratorium that has been in place for at least five years, but not a violation of the CTBT (Comprehensive Test Ban Treaty) since it has not yet entered into force," the written statement of September 3 said. "Beyond that, we do not believe it useful to make a legal determination. We have not yet reached any conclusions on the nature of the seismic event."

In response to a question regarding the recent seismic event in Russia during the regular DoD briefing on Aug. 28, 1997, the spokesman, Capt. Mike Doubleday, USN, incorrectly said: "If the seismic event was actually a low-level nuclear test event, then the Russians would be violating the object and the purpose of the Comprehensive Test Ban Treaty. Beyond that, we do not believe it useful to make a legal determination. We have not yet reached any conclusions on the nature of the seismic event." Was this the impact of a sizable meteor?

August 31, 1997 - Princess Diana and the Prophet's Name

On August 31, 1997 Pam and I had settled down for a comfortable Sunday evening.

September 7, 1997 - Holy Virgin Mary Appears Again in Egypt

By Adel Girgis, MET, correspondent in Menufiya, Egypt

For the last 2 weeks, thousands of Coptic Christians have gathered outside a church in Menufiya to witness what they believe is an appearance of the Virgin Mary. The appearance, verified by the local bishop and the secretary-general of the Holy Council of the Coptic Orthodox Church, is the third in Egypt since 1967.

"Fireballs, glowing falling stars, unbelievable lightning, circles of fire around the cross and moving sparkling wings" is how Father Wisa Baqi, of the Saint George Church in Kafr Al Shuhada in Menufiya, described the appearance.

Since the 7th of August Christians from all over Egypt have gathered from around midnight to sunrise to watch the Virgin, who appears as silver light above the church.

"Then She appeared on the church tower with 2 angels on her sides and She began moving and blessing the people," said Father Wisa.
"People who live in the houses around the church were the first to see the silver doves and Saint

Mary under the big cross of the church tower. Immediately after they saw this, they told me about it," said Father Yo'anes.

"We were surprised to see a great lightning on the cross of the church. There was a great circle of light around the cross. Saint Mary appeared in the church tower. You can't describe how beautiful she was. There was a crown above her head and her clothes were as blue as a clear sky and she was raising her hands as if she was praying to God," said Father Yo'anes on August 19. The sightings were verified by the Bishop of Menufiya.

"I saw Her 3 times. She appeared in very strong circles of lights. Once I saw Her holding Her arms high in the sky as if She was praying and I saw Her another time moving right and left and looking at the people, and the third time I saw Her transforming into a huge silver dove piercing the sky," Bishop Benjamin told the Middle East Times.

In 1967, the Virgin Mary was believed to have appeared in the Zeitoun district of west Cairo [see Pearl Zaki. "Our Lord's Mother Visits Egypt in 1968-69". Booklet published by St. Mary Coptic Orthodox Church. PO Box 626. East Brunswick, NJ 08816].

Bishop Bishoy, the general secretary of the Holy Council of the Coptic Orthodox Church, said, "The Virgin appears more clearly [than in] Zeitoun. I have never seen Her that way. I have presented a report to his holiness [Coptic Pope Shenouda III] confirming the news."

Bishop Sarapamoun, Bishop Ghabrial, Bishop Yo'anes, the secretary of the Pope, have reportedly confirmed the apparition. The news of the appearance spread by word of mouth and Christians from all over Egypt brought sick relatives to Menufiya. Nader Thabet believes that the Virgin healed his five-year-old son, Abanoub, who had gangrene in his finger. "I went to the church and prayed to the Virgin, saying: ""Please heal me because mother and father are crying,"" said Abanoub. ""I do not want mother to feel sad,"" the boy added.

"The day after the boy's prayer we went to the doctor to have the boy's finger cut but it was strange to find that the boy didn't need anything and he was fully healed," said the boy's father.

Dr. Taher Ismail, who examined Abanoub, said his case was "a miracle." A number of those who witnessed the apparition, in fact, now believe they have been healed.

The Apparitions of Shentena El-Hagar, Menufiya - Official Statement:

According to the reports we have received from H.G. Bishop Bishoy and H.G. Bishop Benjamin, the Patriarchate announces the following;

> A super natural light appeared in the church at Shentena El-Hagar, Menufiya, especially around the end of the month of August, and it attracted thousands of persons, rejoicing and hymning for this spiritual phenomenon which continued for several days on separate occasions.
>
> Unfortunately, video and photographic cameras provided nothing. We recommend that people consider it enough what they have seen, because such phenomena do not continue.

Besides, uncontrolled heavy crowding has its drawbacks.

(Translated from El-Keraza official bimonthly Arabic magazine of the Coptic Orthodox Church, issue of Friday, September 12, 1997, page 13 - bottom left corner.)

September 13, 1997 - Spy Planes from USA and Germany Collide off Coast of Africa

September 14, 1997 - 33 Killed in "Collision," off of African Coast

WINDHOEK, Namibia (CNN) -- Two military aircraft, one from Germany and one from the United States, were missing in the same area of the South Atlantic on Sunday, and military officials believe they may have collided with each other. A total of 33 people were on board.

The South African Air Force told The Associated Press on Sunday that a signal received from a life jacket emergency beacon meant there might be survivors. The German plane, with 24 passengers aboard, was en route from Germany to Cape Town, South Africa, when it failed to show up for a scheduled refueling stop in Windhoek, Namibia, on Saturday.

The last radio contact with the plane was about 1400 GMT (10 a.m. EDT) Saturday, and German Defense Minister Volker Ruehe said the craft is believed to have crashed in the sea about 1,500 kilometers (950 miles) off the coast of Angola.

The U.S. plane, a C-141 cargo plane with nine people on board, was en route from Windhoek to Ascension Island, a British territory in the South Atlantic -- a route which would have taken it through roughly the same area where the German plane was believed to have crashed.

The C-141, attached to the 305th Air Mobility Wing at McGuire Air Force Base in New Jersey, did not arrive as scheduled Saturday evening. "They both went missing at about the same time and about the same area," said Kenneth Bacon, a spokesman at the Pentagon in Washington.

Maj. Nico Robbertse said the South African Air Force headquarters received a signal from an emergency beacon at 1100 GMT (8 a.m. EDT) Sunday. He said the signal, which has no identity beyond being something detectable on an emergency frequency, came from a transmitter in a life jacket. "This is a small transmitter that is carried in life jackets, which means there could be survivors," Robbertse said. There was no way to know if the signal came from a German or American life jacket.

Earlier, a South African Air Force spokeswoman said ***a flash picked up by satellite*** and reported by officials Saturday night at Johannesburg's airport indicated there may have been a mid-air collision. "We are mobilizing search-and-rescue operations, and we are examining all information regarding both planes to see if there is any correlation," Bacon said. He said families of the nine U.S. crew members had been notified that they are missing.

German, American, British, South African and French rescue units are reportedly being deployed

to the region. "We will do everything to find out what happened," Ruehe said. He said no emergency landings in the region had been reported.

On board the German plane were 12 German marines, two of their spouses and 10 crew members. They were traveling to South Africa to participate in a regatta commemorating the 75th anniversary of the South African Navy.

September 14, 1997 - F-18 crashes in Oman, killing the pilot.

September 14, 1997 - F-117A Stealth Bomber Crashes as Wing Breaks Off in Mid-Air

MIDDLE RIVER, Maryland (CNN) -- An Air Force stealth jet broke apart during an air show and crashed into a suburban Baltimore neighborhood Sunday, setting a house on fire and injuring four people on the ground. The pilot ejected seconds before the jet hit the ground and exploded in a cloud of black smoke.

The F-117A stealth fighter-bomber crashed about 3 p.m. into Bowley's Condo Marina on Chesapeake Bay, near the Glenn Martin State Airport. It was making its final passes at the Chesapeake Air Show and was preparing to return to its base when the crash occurred. Baltimore County Fire Capt. Steve Gisriel said a man and three women at the condominium complex sustained only minor injuries and were not taken to the hospital.

Among them was an elderly woman who managed to escape her home seconds after the plane slammed into her garage. The pilot, identified as Capt. Bryan Knight, also was treated at the scene for minor injuries to his back and neck. Gisriel said the fire was contained within an hour. The plane carried approximately 11,000 pounds of fuel, he said.

A house, a garage and two motor vehicles were destroyed, and another house was damaged, Gisriel said. A three-block area in this suburb east of Baltimore was evacuated to allow military officials to investigate. The F-117A -- known for its radar-evading abilities -- is made of a top-secret material that the Pentagon would like to keep classified.

Eyewitnesses described -- and amateur videotape showed -- pieced falling off the plane as it passed over a runway at the airport. Sharon Schuchardt, who was watching the air show from a boat, witnessed the crash. "The plane was flying over and the tail end just blew off," she told CNN. "At first we thought it was part of the act. All of a sudden, the plane just started going down."

No F-117s lost in the Persian Gulf War. The Air Force said the F-117A had taken off from Langley Air Force Base, Virginia, and was to return after flying by the air show. The aircraft, assigned to the 7th Fighter Squadron, 49th Fighter Wing at Holloman Air Force Base, New Mexico, was one of two F-117As loaned temporarily at Langley to support air shows along the East Coast, the Air Force said.

Air Force sources told CNN that this is the third major accident this year involving the single-seat F-117A, but the first this year in which a plane was destroyed. The Air Force did lose an F-117A during a night training exercise in New Mexico in spring 1995. The pilot was killed in that accident. Air Force sources said an experimental prototype of the F-117A was lost during testing

when the plane was a "classified project."

There have been a total of six serious accidents involving F-117As in the 1990s, a serious accident being defined as one that resulted in a loss of life or at least $1 million damage. The F-117A costs about $45 million. The Air Force had 54 in its inventory before Sunday's crash. The Air Force said the plane generally has a good safety record, and in the Persian Gulf War none were lost.

September 15, 1997 - F-18 Hornet crashes off coast of North Carolina Two pilot's dead

September 15, 1997 - 1st body found from plane crash off African coast

(CNN) -- Searchers found the first body Monday from the apparent collision between a German and U.S. military plane off the southern African coast, according to German Defense Minister Volker Ruehe. Search teams also spotted two oil slicks and pieces of wreckage floating in the Atlantic Ocean, where the planes were believed to have fallen into the sea. No survivors have been found.

The German plane was en route from Germany to Cape Town, South Africa, when it apparently collided with an American C-141 Starlifter off the coast of Africa on Saturday, sending both into the Atlantic. There were 12 German marines, two of their spouses and a crew of 10 aboard the German aircraft, and nine crew members aboard the U.S. Air Force cargo plane. The crash occurred about 100 miles (160 km) west of Cape Fria on the northern Namibian coast.

Ruehe said the body was found about 10 p.m. Monday and was being taken to Namibia for identification. He said the person was aboard the German aircraft but offered no other details. The two transport planes had been missing for nearly a day before rescue officials were notified Sunday. A French aircraft flying over the area Sunday night picked up a faint distress signal, said a spokeswoman for the Maritime Research and Rescue Coordination Center in Cape Town, South Africa.

U.S. Air Force monitors in the European command picked up a signal about the same time, she said. A U.S. official passed the information to South African authorities, who are responsible for sea-rescue operations in the southern African waters. Namibian air traffic control authorities said Monday they had not been informed that the German military aircraft was entering its air space, and had received no departure signal or flight plan. But German officials said a flight plan had been filed and acknowledged.

The C-141 Starlifter had just flown cargo from Ascension Island, a British territory in the southern Atlantic, to Namibia and was returning to the island Saturday. It was assigned to the 305th Air Mobility wing at McGuire Air Force Base in New Jersey. The German air force plane was a Soviet-made TU-154 inherited from the former East German army. It was en route from Germany to Cape Town, where soldiers were to have participated in a boat race marking the 75th anniversary of the South African navy.

The planes were traveling on the same air route in different directions, "although they should have been height-separated," said Brigadier Hap Potgieter, who is in charge of operations for the South African Air Force in Pretoria. American, German and British rescue teams also were

taking part in the search. The Tobias Hainwaeko, an official Namibian sea fisheries vessel, reported picking up some wreckage.

September 16, 1997 - Two F-16's collide off coast of New Jersey

September 17, 1997 - Military Suspends All Flights

On September 16, 1997, CNN reported that the Air Force was ending its extensive search for the four missing 500 lbs bombs that were attached to Craig Buttons A-10 when he allegedly purposefully broke formation and allegedly smashed his A-10 into the side of a mountain in Colorado on April 2, 1997.

Air Force Brig. Gen. Donald Streater said experts from the Air Force, Navy and a ***private contractor*** searched the area near Gold Dust Peak for 72 days without finding any evidence of the bombs.

> "I can assure you that we have conducted this search to the best of our ability***. We wanted to find bombs***," Streater said at a news conference in Eagle this morning. "We have searched the area thoroughly and ***we have not found fins, fuses or arming wires which are key indicators of a bomb's presence."***

No sooner had this announcement been made then the very next day, September 17, 1997 - CNN reported that the entire US Military Air Operations for non-critical flight operations was suspended – everywhere!

The move to ground all military flights comes following a series of military plane crashes and deaths, totaling over 40 lost lives, in less than 2 weeks, which began on September 13, 1997 when two American and German planes outfitted planes "collided," with each other off the coast of Africa.

This was followed by several F-18, F-16 and other "Fatal Accidents," that occurred all over the world, including the region around Egypt, where reports and videos of some kind of religious event had occurred in Egypt on September 7, 1997, attributed to Virgin Mary apparition's and sightings…

On the heels of these losses, the week of plane crashes in 1997, culminated with the seeming "disintegration," or failure of a wing of a F-117 and crash of that aircraft during an Air Show in Maryland on September 14, 1997.

> Eyewitnesses described -- and amateur videotape showed -- pieces falling off the plane as it passed over a runway at the airport. Sharon Schuchardt, who was watching the air show from a boat, witnessed the crash. "The plane was flying over and the tail end just blew off," she told CNN. "At first we thought it was part of the act. All of a sudden, the plane just started going down."

The Air Force said the F-117A had taken off from Langley Air Force Base, Virginia, and was to return after flying by the air show.

On September 17, 1997 - U.S. Defense Secretary William Cohen said he planned to order a 24-hour suspension of routine military flights, following a series of crashes -- three of them fatal.

No timetable was announced for when the action would begin, but it is considered a routine safety measure so military officials can evaluate the incidents, but its actually only the 2nd time this has happened, following air incidents.

The order will not affect ongoing military operations, such as patrolling no-fly zones in Bosnia and Iraq. All essential military flights will continue as usual, officials said. Among the flights affected will be training flights and air shows so crews can review safety procedures. Military planes have been involved in five crashes since Saturday. The latest crash occurred Tuesday night when two F-16s carrying pilots who were training for night flying collided off the coast of New Jersey, forcing two men to parachute into the Atlantic Ocean and a third to nurse his crippled plane back to land. All three were safe Wednesday.

The jets collided about 30 miles southeast of Atlantic City minutes after taking off from the National Guard base in Pomona. One pilot was able to keep his aircraft airborne and watch the others in the second plane parachute into the water, said Maj. Roger Pharo, an executive officer with the Air National Guard 177th Fighter Wing.

Six planes searched for the pilots, who were found in rafts two miles apart. They were plucked from the water by helicopter rescuers, Coast Guard Chief Thomas Peck said. One suffered a bruised hip and gash on his head. "He's in good shape, with the exception of the cut and the bruise and being ejected out of an aircraft at a couple hundred miles per hour," Peck said.

The third pilot was able to fly his one-seat F-16 to the 177th Fighter Wing at Atlantic City International Airport, Pharo said. "The damage on this plane was severe. It's a credit to the pilot that he could bring it home," said Lt. Col. John Dwyer, a New Jersey National Guard spokesman.

A board of officers was appointed to investigate the collision. Bacon made his comments to reporters a few hours after rescuers found the body of a U.S. Marine crewman killed in Monday's crash of an F/A-18D fighter jet into a North Carolina swamp. A second crewman also died.

The Marine Hornet fighter jet crashed near Cape Hatteras off the North Carolina coast during a practice bombing run. A Marine Corps spokesman said Tuesday that the body of the F/A-18D weapons officer, Capt. Stephen McDonald, 30, of Sugarland, Texas, had been found. Later Tuesday, the corps said the body of the pilot, Brian Smith, 28, of Nashville, Tennessee, was also recovered.

The $28 million Hornet fighter was stationed with the Marine Fighter Attack Squadron 224 in Beaufort, South Carolina. The plane is built by McDonnell Douglas and can be used to attack and destroy surface targets during daytime or nighttime raids and under all weather conditions. "Every crash is a tragedy, and every crash is thoroughly investigated," Bacon said. But he said U.S. military air safety was good, and was continuing to improve.

September 19, 1997 - B-1B bomber crashes in Montana

A B-1B from the 28th Bomb Wing, flying a training mission out of Ellsworth Air Force Base crashed in the Powder River Military Operating Area, Montana; all four members of the crew were killed. The cause was attributed to pilot error.

A B-1B [85-0078] crash near near Alzada, Montana on 19 September 1997 killed four crew members. The plane [call-sign Fury 02] belonged to the 28th Bomb Wing's 37th Bomb Squadron, and was on a training mission out of Ellsworth AFB, MT.

The crash was caused by an excessive sink rate that developed while the crew was performing an authorized, often-practiced defensive maneuver. The pilot had slowed and made a sharp turn at low altitude during a defensive countermeasures and simulated bombing mission, when the aircraft struck the ground, killing all four crewmembers.

September 20, 1997 - Was the B1- crash due to UFO Intervention?

>To:UFO updates-Toronto<updates@globalserve.net>
>From: Jim Deardorff<deardorj@ucs.orst.edu>
>date: Saturday 20 Sept. 1997 08:30:19
>Subject: More military jet crashes

I am one who keeps the possibility in mind that the crashes were caused by purposeful UFO interventions, perhaps because our government is not cooperating with some sort of UFO negotiations in which they have engaged...

REPLY: I totally agree !! The B-1B bomber attack plane that went down in Montana had a Lt. Col. at the controls, with 2 majors and a captain on board. The plane is a 200 million dollar assault vehicle. Why such brass on board, literally the cream of the crop? What were they in pursuit of? Dick Wesnick in a story to the New York Times (he is the editor of the Billings Montana gazette) flew over the crash site within one hour and saw a huge mile long trench where the craft hit the ground but not a single solitary piece of the plane---not a tail- not a piece of the fuselage- not a wing- not a human body. WOW!!!!!

Two F-15 fighter jets collide in mid-air (that's the cover story) off the coast of Atlantic City. how is this possible? Earlier in the week a C-141 cargo plane (U.S. flag) allegedly hits a German plane off the coast of Africa 325 miles west of Angola. How possible in broad daylight???

The German plane is the Russian Made TUPOLEV, fashioned during the cold war by east Germany as a spy plane with ultra-secret and very sophisticated aerial reconnaissance equipment on it. The plane was carrying German marines on board. How does such a plane crash into a huge cargo plane in broad daylight in the South Atlantic.

Deardorff is right. Colonel Corso in his book THE DAY AFTER ROSWELL alluded to the fact that we have been attacking UFOs since 1974 when we shot one down in Ramstein Germany.

This is mighty "heady" stuff. I believe that aliens are now dumping military aircraft out of our skies as some kind of retaliation.

Interesting to note that these failures occurred during a notable increase in serious CME activity.Also, this list does not include numerous small aircraft and other airline failures. Also to note that the MIR computer has failed FIVE times since July! Will the new computer survive the heavy doses of cosmic radiation and electromagnetic flux?

October 24, 1997 - Air Force: Rules Mysterious jet crash a suicide

Web posted at: 9:49 p.m. EDT (0149 GMT) From CNN's Chris Plante

WASHINGTON (CNN) Air Force investigators have concluded that Capt. Craig Button, whose A10 jet mysteriously crashed in the Colorado Rockies after breaking away from formation during a training run in April, probably committed suicide.

CNN has learned that in a report due out Monday, military investigators are calling the incident a case of "spontaneous" or "unpremeditated" suicide, largely because they ruled out any other explanation for the crash.

However, investigators found no evidence Button was contemplating suicide prior to the crash. He did not get his affairs in order or leave letters for family, or give any indication he was depressed.

A report that he had received a distressing phone call from a family member that morning was found to be not true, Air Force sources said.

On April 2, Button was piloting an A10 Thunderbolt jet during a training mission over the Arizona desert when he left formation and disappeared, breaking off radio contact. The jet was later found crashed into a mountainside near Eagle, Colorado, with Button's remains inside.

Four 500pound bombs that were on the jet at the time have never been recovered.

In the report, investigators conclude that there were no maintenance problems with the plane, no mechanical failure and no evidence of a bird strike that might have disabled the jet.

The Air Force also doesn't believe Button was trying to steal the plane. In fact, on the morning of the crash, he indicated he was excited about going out on his first live bombing run in the A10.

But investigators have also concluded that Button was not disabled by a brain aneurysm, a lack of oxygen or some other medical reason because of evidence that he was still in control and maneuvering the plane prior to the crash.

There was also no evidence that alcohol or drugs might have played a role in the crash.

From Source YT-Foopedlo

foopedlo	Re: more details on a-10 please ...it was that morning in april 1997 when i stepped out on the back porch to have a cigarette. it was cloudy, cold and misty. there was motion and i looked up west where there was a break in the clouds. i estimate the plane with those two big engines was about fifteen degrees over the top of the foothills and descending on two columns of thick black and grey smoke with sparks shooting out at various angles. i had the diabetic flu which lasted about a month or less, after that the sighting was on my mind-where they couldn't find the plane, but it wasn't until after they did find it that i decided to call Buckley air base in denver. they said that (button) wasn't in that vector. i think that i wrote the rocky mountain news, and i told everybody that i knew. i didn't have the internet, or the insight to know what to do. I still live in north golden: google 704 first street golden colorado.

i don't have any idea at all; except that the plane was vigorously burning, and riding two columns of thick black/reddish smoke with red sparks coming out. his altitude was just above (maybe ten degrees) the foothills heading west from my location in north golden colorado. i called Buckley air base in denver when i recovered from the flu but they said that he wasn't in that " vector." i heard later that he had mid-air refueled and i surmised from that, that some fuel possibly leaked during refueling and ultimately caused the disaster. the air force blamed him and his family. fie! thanks for your interest.
bill

i felt bad about this for years, about button's family being lied to. but i didn't know what to do, or who to tell. my letters to discovery channel t.v. and the newspaper were ignored. meanwhile i was too involved otherwise and time went by -a decade and more.

April 20, 1998 – Confirmation of Norfolk Incident from Military Witness

By George A. Filer - MUFON Eastern Director
From Majorstar
Filer's Files #15-1998
MUFON Skywatch Investigations
4-20-98

NORFOLK, VIRGINIA

We have further confirmation of the sighting of a strange craft over Norfolk. Another witness has come forward. MUFON investigators Mike Shields, Dennis Hawley and Dick Daley interviewed a witness Mr. William W., who reports observing a large boomerang shaped UFO on March 12, 1997. The object dropped in altitude to only 200 feet and moved north along the Hampton Boulevard in Norfolk at a speed of between 40 to 50 mph.

It was boomerang in shape with three dome like structures underneath and one dome on top. It consisted of two right angles curving at the apex. The UFO was between 800 to 1,000 feet long with a groove along its length on its backside. The UFO disappeared moving north behind some trees in the direction of Hampton Roads Bay. Thanks to Ricardo Atristain MUFON VA State Director.

A reader saw the above article in Skywatch International e-mail. DJAlienasn writes: "I live in the Hampton Roads area and work at Little Creek Amphibian Base. I saw the same thing as it crossed the bay towards Hampton and I followed it. It seemed to hover above Langley Air Force Base before ascending vertically really smooth and fast. I thought I was crazy. Now I know I was not!!!"

DJAlienasn@aol.com Editor's Note: This second sighting tends to confirm the first. I would recommend continued investigation and comparison of drawings. If we can come up with coordinates and times we may be able to confirm with satellite data. Thanks to Skywatch International Inc.

A flash of Kryptonite green zipped across the Fredericksburg area on April 3, 1998, according to The Free Lance-Star article dated: April 7, 1998. Four Fredericksburg police officers saw a green shaped neon egg along with many other witnesses.

July 29, 1998 – Strange sights over Hampton Roads Keep UFO investigators busy and enthralled

Published: Wednesday, July 29, 1998
Section: DAILY BREAK , page E1
Source: BY CHRIS GRIER, STAFF WRITER
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DENNIS HAWLEY is a serious man, a buttoned down human resources administrator for a large Hampton Roads employer. He doesn't want it known which one.

That's because he's talking about alien visitors, other dimensions and government coverups. He knows that people professing interest in such things often are portrayed as unhinged loons.

``If I thought it was going to be that kind of story," he says, ``I wouldn't be doing this."

But Hawley is a member of the Mutual UFO Network, possibly the largest group of UFO investigators in the world, and he and his fellow UFOlogists, as they're called, have a message to get out:

There's something out there.

And, sometimes, that something is hovering right over Hampton Roads.

Sound goofy? Even local police have reported to MUFON a sighting in Virginia Beach.

That's not all.

An area above Hampton Roads roughly bounded by the Beach, Hampton and Craney Island in Portsmouth is a Bermuda Triangle of sorts, a place where, MUFON members say, strange objects have been whizzing across the sky since the 1950s.

The problem, says MUFON investigator, modular home salesman and Suffolk resident Mike Shields, is convincing people that something odd is happening ``without coming across like a nut case."

Hampton Roads secured its place in modern UFO history July 14, 1952, when Capt. William B. Nash, a Pan American Airways pilot, reported seeing eight discs while flying over Newport News.

Two nights later, an aeronautical research engineer in Hampton reported seeing a series of amber lights racing around the sky.

Since then, it's only gotten weirder.

In September 1995, for instance, Suffolk residents reported seeing a glowing orange object drifting westward, just over the treetops.

In March 1997, a man in Willoughby Spit in Norfolk told UFO investigators he had spotted ``a silvery, cigar-shaped craft'' while watching the comet HaleBopp through his binoculars.

This March, a plumber reported seeing a huge, dark, boomerang shaped object glide over Hampton Boulevard in Norfolk.

Shields has a theory.

Most sightings can be tracked, he says, and their origins or destinations determined.

The Hampton Roads sightings?

The Craney Island ``depot,'' he says.

``If all it is (is) a pile of dirt like they say it is, why do they have all these guards here?'' he asked during a recent visit.

All of which begs the question: With all the military facilities around Hampton Roads, is it possible that all these flying objects are participating in secret tests?

To which MUFON members would say: No.

UFOlogists like Shields believe the voices of officialdom will never admit that something unexplainable is happening in U.S. airspace. They point to mountains of documentation that they say prove that the military can't explain some of the things their own pilots have seen.

And mass sightings with hundreds of witnesses, Shields says, usually result in an official declaration that the phenomenon was nothing more exotic than a weather balloon.

``But if this was a murder case and 200 people saw Mike Shields put a knife in somebody,'' he said, ``Mike Shields would be in the chair.''

In the meantime, getting the government to open its files on the UFO phenomenon is the Holy Grail of the UFOlogy field.

If ever there were two people who had something to lose by reporting a sighting, they were Grant Wylie and Don Haley.

It was Jan. 10, 1994, and the two Virginia Beach police officers certainly didn't plan to risk their reputations over a cluster of lights in the sky.

But looming over the parking lot of Ragazzi's Italian restaurant, they told Shields, was a V-shaped assemblage of dim red lights that was about the size of a football field.

They debated whether they should say something.

That was about 3:15 in the morning. By 2 p.m., Wylie had gotten pink ``While You Were Out'' slips from ``Major Pain'' of the U.S. Air Force, ``E.T.'' and ``Trancor, leader of Planet Alpha 6 Omega.''

The officers' reputations didn't suffer, it turned out. Even the officers who ribbed them later pulled them aside to ask what they had seen.

People who report sightings aren't the only ones who worry about their reputations.

MUFON members do, too.

``We take a lot of abuse,'' Shields said. ``Even from friends. `Hey Mike, put down the crack pipe. Flying saucers? Come on, man!' ''

MUFON represents the rational face of UFO studies.

MUFON members don't, for instance, believe that every blip in the sky is a spaceship from Mars. In fact, the Seguin, Texas based organization trains its members to be expert debunkers.

The MUFON manual is as thick as the phone book and reads like a detective's handbook, with chapters on atmospheric phenomena and interviewing techniques. To be a field investigator, members must pass a long exam that tests their ability to identify aircraft and their knowledge of weather and astronomy.

The goal is to enable MUFON investigators to sift through reports and find the one in 10, on average, that reflects an actual sighting of something unexplainable.

That was certainly the case with Bill Jordan, a lifelong Ocean View resident who stepped forward years after he said he made a sighting.

From the beginning, Hawley said, it was clear that whatever Jordan was describing, it wasn't the planet Venus, swamp gas or a DC10.

Jordan, 78, gave Hawley his sketches of a huge glowing object that he says was floating over his neighbor's back yard in September 1993. For 17 seconds, Jordan says, he watched a billboardlike object with rows of flaming glass tubes.

``I'll take a lie detector test, truth serum, whatever they want me to do,'' Jordan said. ``I'm not lying.''

Before he retired, most of Jordan's years he worked hard, either building theaters and shopping centers around Norfolk or as a merchant marine. He gruffly dismisses talk show types who claim to have been ``carried off to Mars and impregnated, or whatever.''

For years, he worried that he'd seen a government project he wasn't supposed to, or that he would ``end up in a booby hatch'' if he came forward.

He's still a little apprehensive.

``Don't make me seem like too much of a nut,'' he jokes.

There's no denying the impact of UFOs on American culture. Judging from television shows, T-shirts and bumper stickers, flying saucers and little gray men with big, bulbous heads are now as popular as Elvis.

``Some would say that's indicative of the government's attempt to . . . prepare (people) for the appearance of extraterrestrials,'' Hawley suggested, though he says he no longer believes that himself.

But such a widespread embracing of UFO iconography could be an indication that the human race is on the verge of something big, he explains.

``I'm not sure what, or when,'' he said cautiously, ``but I have a feeling something's going to happen. Not necessarily extraterrestrial contact, but something. I can't say why.''

Shields and Hawley aren't zealots or humorless nerds. They fully realize how weird their MUFON involvement can sound. They can joke about ``little green men.''

But they venture on.

For Hawley, these are exciting times.

For Shields, too.

``The more people know about us, the better,'' Shields said. ``If we could just get some notice, if we could get enough people behind us, the government would have to acknowledge that something's going on.''

JOHN H. SHEALLY II / The Virginian Pilot
Bill Jordan points to the spot where he saw a UFO hovering over his Ocean View neighbor's back yard in September 1993. He says it was just above the dent in the roof overhang and was emitting a blue glow beneath it.

November 18, 1998 - Air Force Examines Relationships of Pilot (Craig Button) who (Allegedly) Killed Himself

Associated Press By Patrick Graham - The father of an Air Force pilot who flew his jet into a Colorado mountain denounced speculation Wednesday that his son struggled with his sexual identity before killing himself.

A report by the Air Force Office of Special Investigations, obtained by the Tucson Citizen, examines in part the sexuality of Capt. Craig Button and chronicles interviews with his closest friends, most of them women. The psychological autopsy report also looks at Button's spiritual mindset.

The report seeks to shed some light on Button's personal life -- which was questioned in a newspaper report late last year. The Citizen had reported that the military was investigating the possibility Button may have been homosexual and distraught he could be expelled from the military.

"My wife and I made a pact following our son's death that we would never talk to the media," retired Air Force Lt. Col. Richard Button said in a telephone interview from his Long Island, N.Y. home. But before ending the phone call, Button interjected: "They are printing lies and speculation."

The Air Force report, however, never offers a definitive answer as to why the 32-year-old Button took his life. The Citizen on Wednesday published parts of the report.

"We conducted about 200 interviews during the investigation," said Maj. Steve Murray, spokesman for the Office of Special Investigations. "No credible evidence to support theories of homosexuality, financial difficulties, family conflicts, militia ties or any other possible motivation has been discovered."

Murray said there are no plans to reopen the investigation. "(The Air Force) thoroughly explored all potentially relevant areas of Captain Button's life in an effort to better understand the circumstances which may have contributed to this event," he added.

Button's A-10 attack jet, which carried four 500-pound bombs from Davis- Monthan Air Force Base in Tucson, broke formation during a training mission with two other planes April 2, 1997. For three hours he flew an erratic 500-mile course that ended when he crashed into the 13,000-foot Gold Dust Peak near Eagle, Colo.

The report notes a phone call the night before Button's exercise with live bombs on the Barry M. Goldwater Bombing Ranger near Gila Bend. The April 1 call appeared to have upset Button, who refused to discuss it with his roommate, the newspaper said.

"Something about the last few days and troubling telephone calls was enormously upsetting to him," the report said. "We may never know why he was in such much turmoil or with whom he talked."

The report makes reference to homosexual allegations and a newspaper story about a call from a man who claimed to be Button's gay lover. The call had been made just days before Button's disappearance.

The report also focuses on Button's reputed unrequited love with a woman in the Air Force he met as an ROTC cadet at the New York Institute of Technology, where he graduated in 1990, the newspaper said.

Though Button and the woman were stationed at different Air Force bases, the two kept in contact through letters in the months after a 1991 ski trip, the report said.

But the woman said she never considered having a monogamous relationship with Button.

Button called the woman the afternoon before his final flight, but she had to cut the conversation short because she was at work, the report said.

The final area the report looks into is Button's religious beliefs and possible conflicts with his job as a fighter pilot. His mother is a devout Jehovah's Witness opposed to killing, the newspaper said.

His parents were in Tucson days before his death. They told investigators they had talked with their son about the end of the world. Button then asked for more information on the subject.

Investigators found in Button's bed-stand the Bible and a religious pamphlet, which described "God asking a father to sacrifice his only son on a burning pyre at the side of a mountain," the report said.

December 25, 1998 - Airman's Flight to His Death Is Laid to Mental Anguish

New York Times Article
By James Brooke

See the article in its original context from December 25, 1998, Section A, Page 22

The Air Force pilot who flew his attack jet into a Colorado mountainside last year was in mental turmoil over "unrequited love" for a former girlfriend and over his mother's Christian pacifist faith, a "psychological autopsy" by the Air Force has concluded.

Air Force officials found last year, basically for lack of a better explanation, that the 32-year-old pilot, Capt. Craig D. Button, committed suicide when, on April 2, 1997, he broke formation from his unit instead of proceeding on a training run and then flew from southern Arizona to the Colorado Rockies.

But the psychological report, which was released earlier this month because of legally enforceable requests made by The Tucson Citizen under the Freedom of Information Act, was an effort to explain why. It was based on interviews with about 200 people -- friends, fellow fliers and relatives.

A separate section of the report deals with another mystery surrounding the flight: what ever happened to the four 500-pound bombs that were on board the plane? They were never found, and loud explosions in northern Arizona and near the Colorado mountain towns of Telluride and Aspen that were heard by 58 witnesses cited in the report indicate that Captain Button may have dumped them.

The bombs were to have been used in the training run, in what would have been the first time that Captain Button had ever dropped live ordnance.

The pilot's parents, Richard and Joan Button of Massapequa, N.Y., angrily reject the conclusion that he committed suicide.

"They pulled that out of a hat: that he must have done it himself, which I think is a lie," Mr. Button said in a telephone interview.

Mr. Button, who served in the Air Force during World War II, the Korean War and the Vietnam War before retiring as a lieutenant colonel, noted that his son's plane broke from formation just after it had been refueled in the air.

"There must have been some kind of air contamination," Mr. Button said, suggesting that his son had been stricken by fumes from the jet fuel. "We think he was disoriented, that he wasn't able to control his airplane for a period of time. We think that caused the accident."

At the crash site, just below the summit of a 13,365-foot-high granite peak in the Holy Cross Wilderness, a vast tract of national forest near Vail, investigators looking at the possibility suggested by Mr. Button did not recover enough human remains to determine whether his son had suffered from carbon monoxide poisoning. (They did conclude that he had not been using drugs or alcohol before the crash.)

But, in discounting an accident resulting from disorientation or loss of consciousness, the investigators noted that well after the refueling, Captain Button's A-10 Thunderbolt climbed from an altitude of 6,000 feet and threaded its way through 14,000-foot-high peaks.

An avid skier, Captain Button had skied in the Colorado Rockies, had been reprimanded by the Air Force for often going out of his way to fly over the Rockies and had talked of one day leaving the Air Force to fly commercial jets out of Denver. On his final flight, Craig Button, a New York City native, roared over New York Lake at 300 miles an hour, passed within two miles of Craig Mountain and crashed into Gold Dust Peak.

The Air Force report -- which was released only after the service's Office of Special Investigations had blackened out the names of almost everyone interviewed -- sketches a picture of a "perfectionist" who was inwardly torn by his relationships with his mother and a former girlfriend.

Craig Button, it says, reared as an only child of elderly parents, broke as a teen-ager with his parents' faith. His mother was a Jehovah's Witness, and his father had joined the denomination after retiring from the Air Force.

"My mother is a Jehovah's Witness, raised me to think that joining the military is wrong," Craig Button wrote to a commander as a 23-year-old Air Force R.O.T.C. cadet at the New York Institute of Technology in Old Westbury, N.Y.

And an old classmate from the R.O.T.C. program told an Air Force investigator that Mrs. Button "would not allow him to wear his R.O.T.C. uniform in the house."

The Watch Tower Bible and Tract Society, a Jehovah's Witness group that arranged the telephone interview with Mr. Button, provided this statement on the denomination's faith and military service: "Jehovah's Witnesses choose to abide by the principle outlined in the Bible to 'beat their swords into plowshares.' However, they do not interfere with or oppose individuals who choose to serve in the military."

In any event, the pilot's half-sister, Susane Button, told an investigator that his mother had wanted him "to leave the military for the airlines."

And Lieut. Brian Gross, a pilot who shared an apartment with Captain Button at Davis-Monthan Air Force Base, near Tucson, Ariz., said that in the month before he disappeared, his "mother became increasingly vocal in her negative feelings towards her son's job and role in the military."

Captain Button revered his father and his father's half-brother, Lieut. Donald Hurlburt. Lieutenant Hurlburt, a B-17 pilot who flew over Germany in World War II, was killed when he crashed in Florida in 1943. Hurlburt Field, an Air Force base in Florida, is named for him.

But in the weeks before Captain Button's crash, he seemed to some people to have become disillusioned with his life in the military. Questioned by an investigator, a former landlord in Texas recalled that in two telephone conversations before his death, the pilot seemed "out of character," saying he was "learning to kill people."

Mrs. Button has declined to be interviewed by reporters about her son's death. But she talked with Air Force investigators on April 17, 1997, two weeks after his plane's disappearance and nearly two weeks before his remains were found.

"She advised there were no arguments with her son over religion during their visit in Tucson," the Air Force interviewer wrote, referring to a weeklong visit by the parents that ended, apparently amicably, one week before Captain Button's last flight.

In the telephone interview, his father said that Captain Button had got along well with his mother during the visit and that he had talked enthusiastically about a coming transfer to Germany. "There were no arguments between the two," Richard Button said. "There were no flare-ups, no extreme arguments relating to any faith."

Another source of turmoil for the young pilot, the report said, was a "lost love" for a former classmate who three years earlier had turned down his vague proposal of marriage. By 1996, the captain was telling his friends that he had got over this woman, who at that point was an Air Force flight instructor. But around Christmas 1996, the woman, who was coming out of another relationship, called him.

Later, the captain told a friend that he had thrown away her Christmas card unread, proof, he said, that he had got over the relationship. But on Tuesday, April 1, 1997, he broke a three-month silence and called her. She was in a work meeting but took down his new telephone number and said she would call him back. Just the day before, Captain Button had bought a videocassette recorder and a copy of "The Bridges of Madison County," one of his favorite movies, about a doomed love affair.

It was not until four days after the crash that the woman, apparently unaware that he had disappeared, returned his call.

The Air Force report concludes, "It was a dramatic example of a man who seems to have everything going for him in his life, yet cannot have the woman he loves passionately." Referring to the male lead in the movie, the report adds, "Did Craig Button see himself in this Clint Eastwood role?"

September 24, 1999 - Show probes D-M pilot's death flight

by Tucson Citizen on Sep 24, 1999, under Tucson and Arizona

Davis-Monthan Air Force Base pilot Capt. Craig Button's mysterious 1997 suicide flight will be the focus of a cable television documentary airing Sunday night.

At 10 p.m. local time, the Discovery Channel's weekly program "Discovery Sunday" will premier "We Have Lost an Aircraft: Armed and Missing."

Crews from the New York-based Image Group Entertainment traveled around the country last year, interviewing people involved in Button's personal life and career. The crews also talked with investigators and journalists, exploring what may have prompted the 32-year-old pilot to veer off course in southern Arizona and crash his plane into the side of a peak in the central Rockies.

The result is a two-hour documentary.

Button's A-10 Thunderbolt II attack jet never returned from a practice bombing run over the Barry Goldwater Air Force Range on April 2, 1997.

A review of radar information showed the $8.8 million jet headed straight north to Colorado, where it veered at the last moment before disappearing.

The rugged, snowbound crash area failed to surrender the wreckage of Button's plane – or his remains – for 18 days after his fatal flight, despite exhaustive efforts.

Military officials ultimately declared Button had committed suicide but failed to reveal with certainty why.

An investigation by the military focused on his apparent struggles with religion and intimate relationships, but offered more questions about his final days than answers.

The four 500-pound bombs Button's A-10 carried have never been located.

The documentary will "explore what might have become of Capt. Button and his missing weapons," the network said.

Authors Note: This documentary does not exist anymore which is strange, considering we can find almost any video on youtube, but not this one…?

August 16, 2007 – E2C Hawkeye Missing

"We're very hopeful and remain optimistic that we will find them," says CDR Kevin Lyons, Operations officer for Coast Guard Air Station Elizabeth City. He also says warm temperatures are an advantage, as well as, helicopters equipped with advanced radar and imaging equipment.

According to the Associated Press, the Hawkeye is from Carrier Airborne Early Warning Squadron 120, based at Norfolk Naval Station. The squadron trains pilots and naval flight officers before they are assigned to operational fleet squadrons.

Navy spokesperson Mike Maus said the ship had been conducting routine training about 150 miles southeast of the Virginia Capes, roughly where the Chesapeake Bay and Atlantic Ocean meet. That would put the ship off North Carolina; Maus said he did not have an exact location.

The E-2C Hawkeye normally carries a crew of five, including two pilots and three naval flight officers. The Navy is investigating the cause of the crash

August 17, 2007 – Plane missing

A Navy E-2C Hawkeye aircraft from Carrier Airborne Early Warning Squadron (VAW) 120 crashed at sea Aug. 15, while conducting operations on the aircraft carrier USS Harry S. Truman (CVN 75).

Three aviators were aboard the aircraft. An air and sea search is being conducted by units from Harry S. Truman, USS Dwight D. Eisenhower (CVN 69), and the U.S. Coast Guard.

The identities of the crew are not being released at this time.

The aircraft crashed at approximately 11:00 p.m. following its launch from Harry S. Truman. The ship was approximately 150 miles southeast of the Virginia Capes conducting routine training operations.

The cause of the accident is under investigation.

VAW-120 is the east coast E-2C/C-2A Fleet Replacement Squadron based at Naval Station Norfolk and trains pilots and Naval flight officers in both aircraft before they are assigned to operational fleet squadrons.

The E-2C Hawkeye is a twin-engine turbo prop aircraft used for airborne command, control, and early warning. It normally carries a crew of five including two pilots and three NFOs.

at 8/17/2007 06:57:00 AM

August 18, 2007 - Navy ends Atlantic Ocean search for, and also identifies 3 aviators missing after crash

NORFOLK, Va. (AP and WAVY News) -- The Navy has ended its search for three aviators who have been missing since their twin-engine radar plane crashed off North Carolina's coast Wednesday night. A news release says their stautus i now listed as deceased.

According to the Navy, they are identified as Lieutenant Cameron N. Hall, 30, of Natchitoches, La; Lieutenant Ryan K. Betton, 31, of Collinsville, Va; and Lieutenant Junior Grade Jerry R. Smith, 25, of Greenville, Me.

All were assigned to Carrier Airborne Early Warning Squadron ONE TWENTY (VAW 120).

Hall was a Naval Flight Officer and an instructor. He had been in the squadron since April, 2006. Betton, a pilot, was also an instructor in since February, 2005 and Smith, a pilot, had been a student since June, 2006.

Betton was married with a two-year-old son. Both Hall and and Smith were single.

A spokesman says the Navy did find some debris, but he did not elaborate.

The plane had just launched from the aircraft carrier USS Harry S Truman when it went down into the Atlantic Ocean in clear weather.

The Navy says each aviator had survival gear -- including a vest with a flotation device that inflates when it hits salt water, an emergency radio, a signal flare and a whistle. The plane also carries life rafts and parachutes.

The cause of the crash is under investigation.

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Coast Guard searches for Navy aircrew

Filed by Oren Liebermann

The deafening roar of a Coast Guard Jayhawk helicopter firing up almost requires some sort of ear protection. But to search and rescue pilot Ensign Jason Evans, the rhythmic whir of the blades sounds like hope.

"If I was in the water floating, I would want to hear that helo or that C-130 above to give me help," says Evans.

On Thursday, the Jayhawk pilot flew a seven hour mission looking for the downed Navy crew. Search conditions, he says, were perfect, from clear skies above to clear seas below, with a very light wind. Evans flew at 300 feet, scanning the seas for life.

"Any kind of signs of anything," he says, speaking of what he's looking for, "you know, other than water. Anything other than water in the water, we're going to investigate."

The Coast Guard says the conditions that made searching easy would also make surviving easy, like warm water and calm seas. The missing crew flew an E-2C Hawkeye, an all-weather early warning airplane from Carrier Airborne Early Warning Squadron 120, based at Norfolk Naval Station. The Hawkeye normally carries a crew of five, but on this routine training run from the USS Harry Truman, the

Coast Guard says only three were on board.

The first Coast Guard rescue crew flew a Hercules through Wednesday night, launching just after midnight and about an hour after the crash. At dawn, the Coast Guard launched Jayhawk helicopters and replaced the first Hercules with another, piloted by Lt. Mike Rogan.

Rogan flew an eight hour shift, covering more than 600 square miles of ocean, guiding and guided by nearby Coast Guard choppers. He says the search area was 100 nautical miles east-southeast of Wilmington, North Carolina, and 191 nautical miles south-southeast of the Elizabeth City Coast Guard station. Giving up hope, he says, was never an option.

"When it's another military aviator or air crew," he says, "it hits a little bit closer to home."

And though Rogan's search, at least for the time being, is over, the Coast Guard will search as long as they are needed.

As the Coast Guard searches for the crew, the Navy searches for answers, trying to piece together what happened to the Hawkeye and its crew.

August 18, 2007 - 3 Aviators Declared Dead in Ocean Crash

SONJA BARISIC - The Associated Press

A U.S. Navy E-2C Hawkeye carrier-based tactical warning and control system aircraft lands on the flight deck of the USS Harry S. Truman, April 3, 2003. An E-2C Hawkeye crashed off the coast of Virginia late Wednesday, Aug. 16, 2007. The Navy and Coast Guard are searching for three aviators who were aboard the plane. (AP Photo/Markus Schreiber, File)

NORFOLK, Va. - Three aviators on a twin-engine radar plane that crashed off North Carolina's coast have died, the Navy said Friday.

Search crews found debris from the E-2C Hawkeye turbo prop plane but no bodies, said Mike Maus, a spokesman with the Norfolk-based Atlantic Fleet Naval Air Force.

"The search has been terminated," Maus said. The aviators were declared dead, he said.

The Navy identified those aboard as Lt. Cameron N. Hall, 30, of Natchitoches, La.; Lt. Ryan K. Betton, 31, of Collinsville, Va.; and Lt. j.g. Jerry R. Smith, 25, of Greenville, Maine.

The cause of the crash remained under investigation.

The E-2C Hawkeye turbo prop plane had just launched from the aircraft carrier USS Harry S. Truman when it went down into the Atlantic Ocean in clear weather about 11 p.m. Wednesday. Navy and Coast Guard crews halted their search Friday morning, Maus said.

The Norfolk-based carrier was about 150 miles southeast of the Virginia Capes, where the Atlantic and the Chesapeake Bay meet. The plane was doing carrier qualification exercises, which involves taking off

and landing on a carrier deck.

The plane is from Carrier Airborne Early Warning Squadron 120, based at Norfolk Naval Station.

Hall was a naval flight officer and instructor with the squadron since April 2006, the Navy said. Betton was a pilot who had been an instructor since 2005. Smith was a pilot who had been a student since June 2006.

The E-2C Hawkeye, distinguished by a giant radar dome mounted atop it, is used for airborne command, control and early warning. It normally carries a crew of five but a full crew is not needed for carrier qualifications.

Each aviator had survival gear, Maus said, including a vest with a flotation device that inflates automatically when it comes in contact with salt water, an emergency radio, a signal flare and a whistle. The plane also carries life rafts and parachutes.

The Hawkeye is one of the Navy's safest planes, said April Phillips, a spokeswoman for the Naval Safety Center in Norfolk. Since 1980, the Hawkeye has had 12 "Class A" mishaps, which involve either a fatality, total loss of the plane or at least $1 million in damage, she said.

At least 14 other people have died in E-2C crashes since 1990.

A Coast Guard E-2C caught fire and crashed near a U.S. naval station in Puerto Rico in 1990, killing all four men aboard.

In 1992, five crew members were killed when a Navy E-2C crashed into the Atlantic near Puerto Rico during a training flight. In 1993, a Navy E-2C on its way back to a carrier crashed off the coast of Italy, killing all five crew members.

The curious case of Capt. Craig Button.

20 years ago, Button crashed his A-10 into Gold Dust Peak. Two decades later, no one knows why

April 14, 2017 - VailDaily.com

Editor's Note: This is part one of a two-part series looking back at the April 1997 crash of Capt. Craig Button, who flew his A-10 Thunderbolt attack plane into Gold Dust Peak.

VAIL — Instead of touching down safely, Air Force Captain Craig D. Button touched off a mystery that will never be solved when he broke formation in his A-10 Thunderbolt near Gila, Ariz., flew 800 miles off course as he zigzagged across northern Arizona and Colorado and crashed into Gold Dust Peak in the Holy Cross Wilderness near Vail.

Two decades later, we have a clear picture of what happened, but why remains a mystery.

"We might never know what caused Capt. (Craig) Button to fly north," Capt. Leo Devine, a Pentagon spokesman said at the time.
Devine was correct. A 1998 Air Force report suggests unrequited love and conflicting emotions between learning to kill as a member of the military, juxtaposed with his mother's Jehovah's Witness and pacifist philosophy. His parents angrily rejected that conjecture and lambasted the media for suggesting their son may have sabotaged the flight.

"They pulled that out of a hat: that he must have done it himself, which I think is a lie," Richard Button, Craig's father and a retired Air Force colonel who fought in three wars, told the New York Times. Button's father flew for the Air Force during World War II, Korea and Vietnam. He suggested that his son was disoriented by jet fuel fumes, could not control his plane and crashed.

In its psychological report, the Air Force says it interviewed about 200 people, including friends, fellow pilots and relatives.

The national media grabbed the story and descended on Eagle. The Discovery Channel did a documentary about it. Vail Mountain Rescue member Tim Reinholtz landed on the cover of USA Today.

WHAT'S TRUE

Two decades later we know a few facts:

Button's $9 million, single-seat A-10 Thunderbolt II attack aircraft took off on a training mission with two other A-10s from Davis-Monthan Air Force Base in Tucson, Arizona. His jet was armed with four Mk-82 500-pound bombs, 60 magnesium flares, 120 metal chaff canisters and 575 rounds of 30-millimeter ammunition. The training mission would have been the first time Captain Button dropped live ordnance.

Button was 800 miles off course when he crashed on April 2, 1997.

Button loved skiing so much that the Air Force officially reprimanded him for often going out of his way to fly over the Rocky Mountains.
Button flew over New York Lake at 300 miles per hour, passed within two miles of Craig Mountain and crashed into Gold Dust Peak, just below the 13,365-foot summit in the Holy Cross Wilderness.
Before doing so, Button climbed from an altitude of 6,000 feet and threaded his way through the peaks. That was well after he refueled in the air.
Button's remains that were recovered were so small that investigators could not test for anything such as carbon monoxide poisoning. However, they did determine that drugs or alcohol were not involved.

WHAT'S NOT TRUE

Button did not land his A-10 safely in some secret location and he was not murdered by the military to cover up UFOs, as some conspiracy theorists claim.

He was not gay, a big deal in the military 20 years ago, although some unfounded media reports at the time incorrectly indicated he might have been. Witnesses claimed to have seen all kinds of things. Some said Button circled the Maroon Bells and made an approach in Crawford.

Others said Button made an approach to the old STOLport runway in Avon, close to where Wal-Mart and Home Depot are now.
Domestic terrorist Timothy McVeigh was on trial while searchers scoured Gold Dust Peak for bits of Button. Some conspiracy theorists speculated that he was flying to the Front Range to shoot up the federal courthouse.

The fate of those four 500-pound bombs remains a mystery.
That same Air Force report — the one for which 200 people were interviewed — says 58 witnesses heard loud explosions in northern Arizona and near Telluride and Aspen, indicating Button may have dropped them.

"There are some things we're never going to know," said Dan Smith of Vail Mountain Rescue.

'THERE IT IS'

After Button crashed on April 2, 1997, spring storms dropped about three feet of snow on Gold Dust Peak.
It was April 20, 1997 and pilot Dale Jensen of the Colorado National Guard's High Altitude Aviation Training Site was flying an OH-58 scout helicopter. He and Rich Rugg were taking one last pass over the area where Button's plane was believed to have crashed. After 20 days, the Air Force called off the search for a few weeks to wait for warmer weather and the snow to melt. "It was going to be found," Jensen said.

As the sun was setting that day, right at the top of a cliff, Jensen and Rugg spotted metal pieces and parts. The closer they looked, the more they found. Several A-10 pilots were flown up there and they identified the wreckage. Air Force pararescue jumpers were scrambled out of Las Vegas. They spent most of the summer cleaning up the mess, pulling bits of A-10 and ordnance off Gold Dust Peak one piece at a time. Local HAATS helicopter pilots each spent at least 700 hours cleaning up the mess.

"We used to joke that if we knew we'd have to spend our whole summer, seven days a week, we would never have found it," Jensen said, laughing.

Wreckage was scattered across an area roughly a quarter-mile square.

"Most of that quarter-mile was vertical, not horizontal," said Scott Sutton, of Vail Mountain Rescue.

Sutton flew 22 missions during the search. Some were a little hair-raising. HAATS Commander Gen. Joel Best tended to fly his helicopter like a surgical tool.

"Joel Best was hovering so close it looked like his blades would hit the mountainside," Sutton said.
Tomorrow: Cleaning up the crash site took all summer. The Air Force said it might have been unrequited love. Staff Writer Randy Wyrick can be reached at 970-748-2935 and rwyrick@vaildaily.com (mailto:rwyrick@vaildaily.com).
WHAT HAPPENED THAT DAY
• Craig David Button (Nov. 24, 1964-April 2, 1997) was a United States Air Force pilot who died when he crashed an A-10 Thunderbolt II aircraft under mysterious circumstances.
• Button was on a training mission with two other A-10s from Davis-Monthan Air Force Base in Tucson, Arizona.
• Button flew hundreds of miles off course without radio contact. Near Gila Bend, Arizona, after being refueled in-flight, Button unexpectedly broke formation. He flew in a northeasterly direction toward Four Corners, where Colorado, New Mexico, Arizona and Utah come together in one spot. His jet was spotted numerous times by observers on the ground. The Air Force determined that Button was flying his aircraft manually and purposefully.
• He crashed into Gold Dust Peak in the Holy Cross Wilderness.
• He did not attempt to eject before the crash.
• It took three weeks to find the crash site, and all summer to clean it up. For years, a sign at the Gold Dust Peak trailhead warned that hikers might encounter 30 mm ammunition.
• Button's $9 million single-seat A-10 Thunderbolt II attack aircraft was armed with four Mk-82 bombs, 60 magnesium flares, 120 metal chaff canisters and 575 rounds of 30-millimeter ammunition. This training mission would have been the first time Captain Button dropped live ordnance.

1 Comment Sort by
Bryan Billings
We never thought that Button was going to bomb Norad. We thought he was going to bomb the court house where Timmothy McVeigh was about to be sentenced. I personally scrambled the F-16's from Buckly after him for which we never encountered his aircraft.

• The Air Force concluded the jet probably had two to five minutes of fuel remaining when it crashed. Debris scattered over a quarter-mile-square area.

Sources: U.S. Air Force and media reports

WHAT WITNESSES AND RADAR SAW
11 58 a.m. East of Tucson
12 10 p.m. west of Apache Junction, Arizona
12 11 p.m. several miles south of Lake Roosevelt
12 29 p.m. north of Lake Roosevelt
12 43 p.m. approaching New Mexico
12 58 p.m. just inside Colorado
1 00 p.m. near Telluride
1 08 p.m. near Montrose
1 22 p.m. Button begins a zig-zag pattern with this sighting between Grand Junction and Aspen
1 27 p.m. bearing to the northeast, Button is now north of Aspen
1 30 p.m. Button is due south of his last position
1 33 p.m. the A-10 is southeast of the last sighting
1 35 p.m. north by northeast of its previous sighting, the A-10 is between Aspen and Grand Junction again
1 37 p.m. Button is heading northeast again
1 40 p.m. In the last reported sighting, Button is northeast of Aspen, near Craig's Peak and New York Mountain
Sources: U.S. Air Force and media reports

Karl Childers
1 year ago
There is no evidence at all that he intended to bomb anything. I was active duty when this went down, and I was serving WITH the USAF on a joint tour at Laughlin AFB, and had a lot of gouge by folks that were directly and indirectly involved. He had recently left Laughlin as a FAIP (first assignment instructor pilot) and entered the A-10 community. He was doing his first hop with live MK-82's on that day as a wingman in a 2-ship formation. Some of the guys there at Laughlin knew this pilot and said he was young and a real go-getter. They were very surprised at some of the bullshit theories being slung around as to what happened. They never found his MK-82's, despite many hours of looking for them. They"d be VERY hard to see from the air, painted green and blending into the surrounding terrain and being as small as they are. I don't think we'll ever know for sure what happened to him. There is simply conjecture from those that served with him and knew him personally. That's about all we have to go on. Despite there being rumors of flares being fired, no direct evidence was ever shown that I have seen that backs that up. He was NOT shot down by another USAF aircraft (and no other aircraft was anywhere near them when he broke formation to be able to even DO an intercept or "shoot down" of it..). You have to remember, at the time, TWA-800 had been shot down, and all the conspiracy stuff surrounding that whole incident, as well as just a few years before, Waco and the Branch Davidians.. The internet had just been commercialized so you had a LOT of people being able to get together and widely share bullshit theories for the first time. Prior to this, it was just a few geeks and kooks on BBS message boards, or even more obscure postings in UNIX forums (USEnet news, etc..). They supposed hypoxia, but the supposed eyewitness statements showing he was "maneuvering around weather" tend to debunk that. He had been in trouble for "sightseeing" on various hops at various times (where he would go of-route or on unscheduled routes not approved on his DD-175 flight plan form). He had never been given Article 15 punishment or Article 32'd (inquiry into trial by courts-martial, the military equivalent of the grand-jury). So he was known to do stuff like that, but wasn't a shit-bird. It's all conjecture really, due to lack of evidence at the crash site or other data to show for sure what he intended or what he did do...

Karl Childers
1 year ago (edited)
@ZIG ZAG Ground ZERO You upvote your own comment? Nice. Not sure who you're talking to, but as I said, I was at Laughlin right after he left. People there knew the guy. He was known to like flying near mountains and flying low and against wing policy, including breaking formation more than once. Some folks said he'd been rejected by his girlfriend, but I never saw anything that quoted his girlfriend directly to prove that. There were many theories flying around. Like I said, given what was left and what there is to work with, we will probably never know for sure. What IS for sure is that (a) the plane wasn't near the OKC bombing trial, and (b) the guy wasn't in any way ever known to talk about the bombing in OKC in a way that made him stand out in any way. Many people that were actually there that weren't full of shit or talking about bullshit conspiracy theories know these things. I never knew Cpt. Button myself, but he was 1stLt Button when he left Del Rio, and his reputation was as I said already known to people.

There was NO F-16 in the air near his flight in the warning area, at that range, or where his plane was later discovered that day. You can see this on the flight logs. Also, USAF planes didn't fly protective missions armed back then. Only planes at the air to air range, which was not near the air to ground range there, had any missiles. They also didn't usually fire actual sidewinders much; they carried training munitions because back then we were VERY tight on *money*. Those were the Clinton years and he was very stingy with spending on the military. He cocked up the military due to that in fact. Go change your name again, come up with another theory, I'll be eager to see what you post next. :)

The 10th Man Analysis

Are the USA and Russia Collaborating on International UFO Investigations?

On March 14, 1997, within two days of the Norfolk and Phoenix Incidents, the Russians were suddenly invited to a meeting within the ultra-Top Secret "Tank Room" within the Pentagon to discuss the UFO situation, and what to do about it.

Boris Yeltsin was the new "President" of the former USSR and was still an "unknown," element.

The U.S. had to be sure that their "new" ally would adhere to the previous policy of "Don't ask, don't tell," when it came to UFO's, which in this case referred to the ET presence on earth and how the two superpowers would continue to handle the "situation."

That's why they had to meet in the super-secret "Situation Room."

They couldn't afford a "news," leak from either side of the imaginary walls that separated the superpowers, so they had to have talks in a secure place, and back in 1997, that was the Pentagons "Tank."

The theatrical release of the sci-fi fictional movie, "Independence Day," in 1996 didn't help.

Once any eyewitness described the massive UFO's seen in 1997, with terms, like, "it was just like in Independence Day," you instantly loss credibility. It was all too easy and common for media outlets to cover a story about UFO's in 1997, and follow it by a snide remark about "was it an invasion like in Independence Day ?

Who in any phase of UFO-ology was credible? Who could be trusted? Who do you call?

Prior to the events that occurred in Norfolk on March 12, 1997 and the next evening in Phoenix, on March 13, 1997, there were a series of major UFO incidents in Petersburg, Russia which began on February 28, 1997, just a few weeks prior to the explosion of UFO reports in America leading up to the massive UFO sightings reports that occurred in Arizona on the evening of March 13, 1997.

February 28, 1997 is also the night that GRB970228 – the mysterious Gamma Ray Burst, that every possible GRB sensing satellite or telescope in the world, just happened to be looking directly at the region of space below Orion's Belt, where the GRB had occurred…

Including the Telescopes in Arizona, which are owned and operated by the Vatican…!

How did they know where to look?

The origin of GRB970228 was from the region of space or Orion's belt which is connected to the position of many ancient sites and pyramids, so we must really ask – what really happened?

It's also the exact time period that HAARP program (coincidently?) which began its

Developmental Prototype DP testing of the quarter size, operational unit. The DP testing phase, began on February 28, 1997 and – summarily ended on March 14, 1997, which is the beginning of the worldwide UFO wave, which began in January 1997, In brazil when NATO allegedly warned Brazilian authorities that a foreign craft was about to enter their atmosphere.

This was followed by widespread reports of an actual alien recovery, in Varginha, Brazil which involved the recovery of one or more live and deceased EBE's who were reported by dozens of villagers and which will be the subject of an upcoming film by my colleague, James Fox.

Up until GRB 970228 - we have been trying to capture a optical light photo and other data about a GRB as it was "occurring," since the 1960's when GRB's were first detected with Vela satellites, while looking for evidence of atomic bomb tests.

So when the Italian Beppo-Sax just "happened," to be pointed to the precise area of the sky near Orion's Belt, where the GRB 970228 just happened to be emanating from, and then other telescopes around the world, just happened to be pointed in the same area of sky, it would seem to indicate that there was an international effort to point their satellites and ground telescopes to that point in space – as if they knew *to expect something* from that point in space.

At the very least the Vatican's power in Italy, and their vast knowledge and library of historical events, might have held some secrets and perhaps they were keen to use those secrets to leverage a "discovery," which might change the world?

This may seem far-fetched, but there have since been many, many reports of the Vatican's interest in UFO's and Extra-Terrestrial Life, as we now know that Father Balducci and other Vatican officials have all but confessed that Alien Life exists, and said that it's "all a part of Gods plan."

300 Years ago, you might be burned at the stake for such statements, and now the Catholic Church is all but confessed to their complicity in keeping these truths from the masses.

Given the atrocities and genocide committed by the Church in the name of God and Jesus – we can only assume that they have been hiding much more from the general public, than we can perhaps even imagine.

Their vast archives of historical documents in the Vatican Library likely hold the secrets and answers to a great many mysteries, perhaps even the origin of the UFO phenomena.

So when the Russians were suddenly invaded by large Boomerang shaped UFO's in Petersburg, Russia, these series of events were actually predicted by Ingo Swann, in 1994, when he published his enigmatic "Way Messages," on the internet, along with some short stories, like "Purple Fables," and "Penetration," and other books, which were published by Hampton Roads Publishing in the early 1990s.

Ingo Swann also published an online only – series of stories, and chapters, which he called, "The Way," but he also answered questions about "The Way," online and in those email responses, he

stated that there would be a "Night of Lights," which would occur on a future 13th day ofa future month, and year.

According to Ingo - this "Night of Lights," would be in honor of – and in the remembrance of the Events at Fatima, which Occurred on the 13th day of May, June, July, August, September, and the "Miracle of the Sun," (UFO) event on October 13, 1917.

According to the author, whom I assume was Ingo Swann himself, who called himself the "Mah-di," and asked his readers of The Way – Messages and Chapters to re-evaluate our Christian understanding of what Christianity was, and what Islam and other religions were based on, and tries to explain from an Extra-Terrestrial Point of view, what really happened in the past, while explaining in great detail, some of the greatest mysteries in the bible and other documents.

Fair warning to the reader, I may be biased to these facts, because I believe I had a close encounter with the same being, whom the Children of Fatima had called the "Our Lady."

However, my potential inclination and bias does not erase the fact that I read the Messages Contained in the Chapters of the Way on My birthday October 10, 1995 and read the bulk of the Way in the Computer Lab in Old Dominion University while I was on college. That same evening – very late in the next day, October 11, 1995 at perhaps 2 or 3am in the morning I also had a close encounter – a fleeting one, with an orb shaped object, which looked like a shooting start at first, then changed direction and slowed down, and went dim as it went over the horizon.

This was my first adult UFO event from start to finish, that I could not explain. From start to finish it only lasted a few seconds, but I knew no conventional craft could do that, it was just so fast, it was engulfed in flames, and seemed to be perfectly round, and then it slowed down, still glowing hot, and then it made a wide arcing 90 degree turn, and slowed down and then maintained that speed and direction and then lost its glow and dimmed out. This was over the EVMS medical school and Norfolk Harbor – near an area called Craney Island where UFO activity has been occurring for more than 100 years. I did not know of any of that at the time of my first encounter – of course. That was discovered after years of research and investigation, before we could just google anything we wanted…

That's not all – that happened that night though. I had met a woman, a beautiful woman, a little older than myself, and she invited me up for a nitecap – and we were sitting on her back porch watching the stars, just talking, when that UFO appeared out of nowhere and I shot up on the railing to see it…

When I turned around to see why my companion was not reacting or answering me, I found this young woman, curled up in a fetal position on the deck floor, under a small plastic table, I was so excited about seeing this UFO, I did not even realize that my new friend, literally leaped under a table, and curled up in a ball like a child would do if they were confronted with something that they feared so much, that their initial instinct was to hide under the nearest thing that would protect them from being seen, or something?

I asked her, - Are you Ok?

Her reply was even more chilling – she said – "Are they gone?"

I didn't know what to say, so I said yet, the UFO is gone, and she quickly composed herself, got up from under the table, and said, calmly, "I think we should go inside." I don't want to digress too much about this event, but it was my first adult UFO encounter, with an object in the sky that I could not explain, and this young woman's reaction to it – was fear, and the rest of the night went more or less just as strangely.

However in terms of the bigger picture, it was my birthday, I met this beautiful and intriguing woman, but it was never sexual, we never even kissed, it was more like – she was a guide or – I don't know – a challenge, she challenged me – on many levels, and I did not understand any of it at the time, but in retrospect, the whole thing was so incredibly strange, we even talked about with her then to be husband, and even he thought there was something very strange about his wife, and things that would happen around her.

You would think the guy would be pissed to know that we spent an evening together talking and having this experiences, but both the woman and her husband were actually very open about it – this was something that apparently had happened before, it was not uncommon.

So you have to imagine that here I am – a 24 year old kid, in college, I left Boston a few years earlier, shortly after my father was shot 5 times by Whitey Bulger. I was from the rough and tough projects of Southie, I didn't believe in ghosts and UFO's and even if I did – that stuff happens in cornfields and rural areas, not in the middle of Norfolk, Virginia of all places.

I mean it just didn't make any sense to me at all – it was so incredible. Even though I saw it with my own eyes, I didn't really accept it. It was just a coincidence, it HAD TO BE.

That's what Cognitive Dissonance is – it's what happens when your confronted with information that is so opposite to what you think you know or understand, that your mind creates coping mechanisms to help you deal with what your experiencing.

Coping Mechanisms are what Psychologist's call "rationalizations" which people make up to accept or discount certain ideas or feelings that make them uncomfortable. Thus when "experts" dismiss certain aspects of the UFO phenomena – many are practicing Cognitive Dissonance, dismissing and rejecting anything that conflicts with their current paradigm is the common practice in any established hierarchy of authority, be it an institution of higher learning or a government agency, or even the media and press.

Since all of these messages and emails were published on obscure "bulletin boards," which were like web pages back in the early days of the internet when there was no real interface, people would just post messages and replies to questions and this was where I stumbled upon the Message of The Way – while researching a term paper that was supposed to argue for or against a topic, and I was trying to find evidence that UFO's existed and somehow found myself on one of these bulletin boards where these messages were kept.

I call them emails, because many of the message were questions which people had asked of the person who published The Way, and were looking for more information. So there was book which we will call "The Way," which contained about 16 "Chapters" in all – in which each chapter was published to the Bulletin Board, in order, so chapter 1 came first, then Chapter 2, and so forth up to about chapter 12, then the author of the Way – said he would not release Chapter 13, but it would become "clear" to the followers of The Way, why it was withheld.

The author then goes on to publish to the internet chapters 14, 15 and finally 16. The hope of the Author of The Way Messages was multi-fold, but one major element and theme was pretty radical for any time, because it posited that the three Abrahamic Religions which stemmed from the sons of Abraham – and went on to found the Christian, Islamic and Judaism, religious faiths, were all part of an ongoing plan to try to educate mankind and enlighten them, but it had the opposite effect of creating more division between humans and according to the Author of the Way, the EBE's said that was not their intent. But how do we know that for sure?

The Way goes on to say – that is why the UFO's (And the ET's) have largely stopped trying to interfere with and enlighten the people of the earth because each time they did this, it created a new cult, a new religion or other splintering of the people and this usually lead to violence and division, warfare and bloodshed.

This was all pretty heady stuff for 1995. My journey into discovery was still just beginning, I could only afford a handful of books, and the internet was just barely getting started, its hard for people who are 20 something or younger to imagine a world, where fax machines and email and pagers were high tech.

Cell phones existed but they were very expensive, and didn't send or take photos, computers were primitive by todays standards. When I printed most of my work at the college labs in ODU in 1997, it was mostly still on dot matrix printers, which only older people know about, so again, data and knowledge took lots of effort to uncover, microfiche was still a preferred method of news archiving and so these were the early days of modern journalism and I loved to write, so I wrote down as much as I could.

That is the only reason, that most of these facts and events have survived. The original websites are now defunct and although the info maybe stored somewhere, unless someone republishes them as I am doing now, they will likely remain lost to history, and clearly there is much more to this story than what the government and authorities would like us to believe.

We cannot let them set the narrative, we cannot let them brainwash us into believing whatever it is they want us to believe. We need transparency and truth.

So when I had that strange UFO encounter on my Birthday, the same night I read the bulk of The Way, I was obviously blown away by this whole experience, occurring so suddenly, first the discovery of the way itself online, that day, then meeting that strange woman later that evening at a fraternity party, then that Ultra strange experience, being invited back to her apartment, and that brief but powerful experience with the orb shaped UFO, and then her frightening reaction to it. That all occurred in the space of 24 hrs.

If someone was trying to send me a message, I got it – but I could not believe it. It was so unbelievable to me, even though I had experienced it all – seen it all – it was still just so incredible and so kind of traumatic really – that I just kind of had to write it off as one of those – "what the fuck," moments, when you just can't seem to make any sense of it all.

This was all fairly new to me, I was not a biblical scholar – or history scholar, or UFO expert. I did have an eidetic memory though, so I could pretty much memorize anything I could see or picture in my mind, especially visual things, which is why they call it a "photographic memory."

So by the time it was 1996, and I had enough free time to do more investigation of the Way messages, and chapters, I was really trying to disprove it. I figured, this had to be a hoax, this had to be a prank or some kind of psyop, which is what the military or certain groups would do to influence other people or create a cult or some other deceit which ended with a bang.

But the author of Way Messages was adamant that the information which he was sharing was meant for everyone – the whole human race, and he had hoped that the book which comprised the first 16 chapters of the way, would be added to and continued, after the messages died off, by those who would read its messages, connect with its content and then re-apply it in their own lives and religious beliefs and world view.

By 1996 it was clear that whoever published or wrote the Way messages, had done their homework, every claim, every quote, basically ever major thing that seemed – incredible in the book was true so far as I could determine. Even the religious stuff. Even the stuff about the DNA DOMA experiments in Africa, seemed to have a basis in fact.

But what was really intriguing for me, was that the author gave you just enough information to be curious enough to investigate it yourself, and left out just enough to make you want to find our more for yourself.

Then when you found out that there was a tribe in Africa Named the DOMA – and they had this strange genetic deformation, and it makes you wonder, since the author never said that there was a tribe in Africa with genetic deformations of their feet, and that they are called The DOMA, which was the name given by the author to the genetic group of ET's – who "created" or manipulated our DNA to create us. Or manipulated our DNA to correct past mistakes by other ET's which caused a mutation and deformation in our DNA or mental abilities.

According to the Mah-di – the DOMA was an acronym for the "daughters of Ma," and there were 7 Houses or Families that ruled the home planets of their colony system which included many planets and star systems, such as Orion, Pleiades, Sirius, and Arcturus. According to the Author the principles of The Way, are a universal teaching which all human races adhere to - as well as many other species, that are not human and they all believe in a one god, or as the Mayans called it – the "Grand Architect of the Universe," or Hunab Ku.

Hunab Ku is represented as a Duality of forces – like a black and white spiral, or Ying and Yang, which they knew was what the Milky way Galaxy looked like. They represented this Galactic

principle with the spiral which is seen all over the world today in all ancient cultures. This idea and principle came from the Mayans, before it was Greek, or Roman, or Chinese, it was Mayan.

All of the root words for Galaxy, Genes, Earth (Geo), etc, all stem from this central cosmic principle of the spiral energy of the universe, creating and destroying all matter and creating life in the process. There is only one constant – CHANGE.

If you think I am making this all up – I can assure you I am not, you just have never heard of this before you have been trained to believe that history starts in Africa and migrates out from there and all civilization comes from the middle east and Europe, but that is only partially true for certain things.

If you think you have heard that phrase before – you have – its contained in the beliefs of the Masons, known today as the Free-Masons, whom also called their one god, the "Grand Architect of the Universe." In addition if you doubt me, you will also note that the letter G – is featured prominently in between the "Compass and Square" of the Masons. According to the books and teachings of Hunbatz Men, the G is the symbol of the Galaxy Spiral.

You will also note that the root word for Maya and Masons has MA in the prefix, just as Mary, does. If you read The Way, you will understand this better. But it's obvious that their names alone denote a primordial connection, which crosses all boundaries, of culture and language.

Furthermore the Mayan word for "Confusion" is Babel. This should be shocking to biblical scholars, because the Mayan language predates the introduction of Christian, Islamic or Judaism concepts and teachings by over a thousand years.

Moreover the much touted 144,000 people who would be "raptured," in the New Testament book of Revelations teachings fail to recognize, that 144,000 is also a key number in the Mayan calendar, thus the inclusion of the number 144,000 in the Book of Revelations, which occurs in no other religious belief system or calendar system, has a very real meaning in the Mayan system of time, where it represents the Baktun Cycle, which is 20 katun cycles of the ancient Maya Long Count Calendar.

A Baktun cycle contains 144,000 days, equal to 394.26 tropical years.

13 Baktun Cycles = 5,125.38 Years

The Classic period of Maya civilization occurred during the 8th and 9th baktuns of the current calendrical cycle. The current baktun started on 13.0.0.0.0 — December 21, 2012 using the GMT correlation.

Although the author of the Way did not talk too much about the Mayans, this one of those revelations I found after doing my own deep investigations. I often wonder if the Author left out certain things, knowing full well that anyone that was courageous enough to follow it all the way through would eventually come across the "Ma-ya," while searching for who the Daughters of Ma were…if that was the intent of the Author – then he succeeded with this student at least.

So shortly after the Way Chapters were finished and put onto a Bulletin Board in 1995, by early 1996 there were several emails and questions which other readers had posted questions, one of which was – "why didn't you release the 13th chapter of the Way Messages?"

These emails and the authors responses were published on the internet in 1995 and 1996 and then everything went dark, there were no more Q and A sessions and by mid 1996, it was clear to me that whoever had published these enigmatic teachings and information, were no longer communicating with anyone or at least they had stopped adding messages or chapters to the Way. They just stopped.

The messages and information remained on the internet through early 2000 or so – then after a while, the web site it was on, was no longer active, it was hard to find even if you knew where to look, it was buried within pages of other pages, which you had to navigate through to get to the chapters section where you could download everything.

Fortunately I had already downloaded and archived nearly every document and email I could find, even if I had to print it out on Dot matrix, dual color paper at the ODU computer lab, which was the only way I could afford to print stuff in large quantity back then.

In 1996 I was still in college, and although I worked at least 40 hrs a week to live, I still had a lot of free time, and most of that time between 1995 and late 1996, I was studying ancient history, starting with the Sumerians, then Akkadians, then Persians, then Egyptians, Greeks and Romans, of course, because I went to Boston Latin School, I had a healthy understanding of history – but these messages in the way, made history seem more alive somehow…more relevant.

But even at BLS, there was a lack of understanding about most of the America's history, in North and South America, as if the accomplishments of those civilizations just didn't matter, like a cultural and spiritual ignorance that permeated all of western civilization.

So having never heard of stories like I found in The Way, I was determined to get to the bottom of this – hoax. It had to be a hoax, I thought and I would find the flaw, and I would reveal it so that I could stop thinking about that weird night I saw the UFO and all the strange shit that happened after that, including finding the way that night as well. It had to be a coincidence.

It ***had*** to be a coincidence…

Because if it wasn't – then what ?

As the years went on, I had my dream of being taken about a UFO on February 28, 1997, and then two weeks later, on March 12, 1997 I witness a huge Boomerang shaped UFO drop down out of the sky, and float over my head, like it was on a parade, just for me to see it – and then cross the main runway of the Norfolk Naval Base, on its way past the entire Atlantic Fleet with two Aircraft carriers in port, a few hundred yards away, and not a SINGLE alarm or other notification was sent to the base or responded to?

This stupid – Naïve 26 year old kid sees this thing float over his head, he figures, it must be nuclear powered, they must be about to crash, and were looking for a place to land, so this dumb kid gets on his CB radio and calls his dispatcher at the local plumbing company he works for and asks if anyone has seen anything strange in the sky and proceeds to tell the dispatcher what he saw, and the last known direction and speed it was heading in, and then asks to be called if anyone else sees anything, not giving it anymore than a few seconds of thought and conversation, never thinking that anything would come from that brief interaction in a private inter company CB radio communication. The next day, was March 13, 1997.

I expected to wake up that Thursday morning March 13, 1997 and see the local news coverage going crazy, with news about the Boomerang UFO the went over the military base, but there was nothing. I thought, ok it takes a little while, maybe they need to get reporters out first, but there was nothing. When the evening news came, and there were no reports, I thought – Oh my god, people are going to think I am fucking crazy. That's when I got really scared, what the fuck have I gotten myself into – I said to myself.

I only spoke to one person on the CB radio, it was a slow night – I thought – maybe 2 or 3 other people were on the radio…if anyone else was on the radio they didn't say or ask anything. Honestly it was just another matter of fact call – I was probably a little excited on the radio but I wasn't hysterical or anything – I was just dumbfounded, and back in 1997 you have to remember, that cell phones were around, but they were really expensive, so most people had pagers or beepers, and a CB radio, and that was how most companies communicated.

I never in my life could imagine the events that would unfold next...because its like a movie script, it doesn't even seem real, but it happened.

The next day after March 13, 1997 was Friday March 14, 1997.

I had called in some PTO sick time with my company, not because of the UFO, but because a high school friend was killed in a car accident and my sister had called me early on the morning of March 14, 1997 to tell me that Mark Saccado was killed in a car accident, and that she had been trying to reach me – to tell me – if I wanted to go to the memorial etc.

So I called in sick on March 14, 1997 at around 8:30 am and took off day number 2 of the 3 total PTO days I had accumulated, leaving me with one more PTO day off, which I planned to take off on Monday, if needed to come back home from Massachusetts. In other words, my employer Roto-Rooter, had no right or authority to say that I could not take off time, especially since I had 3 days of PTO. PTO means Personal Time Off, which could be for anything.

As I began to pack a bag for the trip to Boston, around 930AM I got a knock on the door.

I peeked out my window to see who it could be, and it was my manager and the assistant manager of Roto Rooter, and so I opened the door, wondering why after a year and half of employment, they suddenly decided to come to my house, they have never been to – before to pay me a visit.

Long story short, they came to fire me. I couldn't believe it, no questions, no sit down conversation like hey what is going on, they just said "UFO's come on, Bill," and that was it, they fired me on the spot, on the doorstep of my house. They couldn't even wait for me to come to work on Monday or Tuesday to fire me, they came to my fucking house!

More than that, they came to repossess the truck that I was leasing from the Roto Rooter Corporation to do their plumbing work for them, so when they came to get the truck, it was customized for me, I was supposed to be able to take over payments If I ever left the company, but they were not allowing that, they came to get the truck back and tell me I was fired, no Written warning, no reason for it, just that I mentioned that I might have seen a UFO or military craft on the CB radio two nights earlier!!!!

I had worked with these men for over a year and half, I was a company man, I played by their rules, even if I didn't like them, I did what they asked me to do, it wasn't a great job, but it paid my bills, and I could still go to classes at ODU, and it might take me a little longer because I was working full time job and going to college full time…

I figured in a year or two I would be able to get my Master Plumber license, and Graduate from ODU with a mechanical engineering degree, and then I could try to get a job at NASA, and go to ODU for Aerospace Engineering, and try out for the astronaut corps. That was my goal, I wanted to be an astronaut. I didn't care if I had to clean peoples drains or fix their plumbing, it was an honest living.

I was not even on duty or a call when I made the CB radio call – I was on standby or rotation as they called, waiting for a call to come in, so it's not like my call to dispatch was at a busy time, we were dead. If we are in rotation that means by definition, there was not enough work to keep the guys busy, so we had to wait in rotation.

They wouldn't even let me clean out the truck and return it to them on Monday, it was like I was some kind of criminal now, you would think I murdered someone the way they had treated me it was so vindictive, I didn't get it, how does making a 3 minute CB radio call equate to this?

For the record, I didn't get along every well with my manager Dwayne Jefferson, he was the roto rooter corporate lack dog, who did the dirty work the general manager didn't want to do. I have often wondered if someone called Roto Rooter and told them to fire me, because it just seemed like such an incredibly over the top response to a relatively benign thing.

I mean you had people on the CB radios saying all kinds of things, sexual things, having affairs with the dispatchers, there was all kinds of bullshit going on within the inner circle of the main office, and everyone more or less got along. For "management," to throw a fit and fire someone for saying they saw a UFO off duty, was just such an over the top response, it just didn't make any sense.

So even if Dwayne Jefferson, the southern gentleman didn't like the Southie kid, and our personalities clashed, I just didn't see Dwayne going out of his way to fire me by himself, just because I reported seeing a UFO. That command had to come from a higher authority, because

legally you have to give employees three written warning before you can legally fire them for any infraction.

The only reason you went to work for Roto Rooter, was because you either had no experience, like me and wanted to get some, or you couldn't hack it in the real plumbing world, by yourself, so you joined a corporation and gave up your freedom for a steady paycheck. Dwayne was one of those guys who couldn't make it on his own, so he joined the company for the steady check and cushioned manager position.

He just didn't seem to have the ambition or enough hatred to do this on his own, and I have always that thought that somehow, because I was so close to the military base, that my CB radio comm chatter was picked up by someone on base, running cointel operations to catch spy chatter etc, and somehow, my company got called and told about it, and then it became a "problem."

Where my UFO sighting occurred was in the middle of the most concentrated military power on earth. So it would make sense that Cointel – Counter intelligence listening devices are monitoring local radio transmissions to make sure that military base secrets are not being communicated off base, etc. It would be unusual if there wasn't Cointel operating there.

I never got a written warning for anything before so in order to fire me, they would have to pay for my Unemployment benefits because I didn't do anything that violated any written laws or rules. This means that they would have to fire me without any warning and then pay the penalty with the unemployment office for firing me without due cause, and so that decision would have to be made higher up at the general manager or higher level than Dwayne.

When I was having trouble finding another plumbing job, and filed for unemployment benefits – to help get me through the toughest time of my life, I was actually denied benefits the first time, but when I demanded an appeal – I asked point blank-

OK – YOU TELL ME - WHAT WAS I FIRED FOR?

I sat in front of the examiner and said – say it!!

If you cannot say why I was fired (Because I reported seeing a UFO,) then you cannot deny me my benefits, I worked there faithfully for a year and half, I had three PTO days, why was I fired?

What offense did I commit that was a fire able offense?

The Unemployment examiner said nothing. She literally said nothing. My case was overturned on appeal and I received about $200 a week, until I was able to find enough work to support myself, but the attempt by Roto-Rooter to deny me my unemployment benefits was just yet another strike against me, that could not be taken back.

The hardest thing to do when you're a young man, is to establish your work record, your ethics and your responsibility and now here I am 26 years old spent 3 years and 35k on college, and worked my ass off to get here, and now it's all gone.

Job – Gone
College – Gone
Truck and transportation – Gone
Dignity – Almost Gone.
Pride – Definitely Gone.
Future – Doubtful
Present – Abysmal Sorrow.

In less than 72 hours after my Close Encounter my life had been completely turned upside down. My girlfriend who I came to Virginia from Boston to be with, already was telling me – I couldn't give her what she wanted, - financial security etc. How was I going to tell her that the one steady thing in my life right now – Roto – Rooter was now gone, and I lost my truck too- and I would have to drop out of college now - too.

I sat in the shower and filled up the bathtub and cried for hours until the hot water ran out. The worst part is the loneliness, and isolation I felt, friends stopped coming by, my girlfriend and I were not talking, everything was falling apart, and I had no one to talk to about it, or to share my experiences with. It reminded me of how I felt after Sandys Hill. Like something incredible and tragic and beautiful happened, and yet I had no idea, what any of it meant.

Oh yeah and now everyone thinks I am fucking lunatic because I reported a UFO and got fired for it…If you knew how hard I worked to get to where I was, to lose it all over a UFO sighting of all things, you would know how hard I was on myself.

The closest approximation to what I experienced can be seen by watching the Movie Close Encounters of the 3rd kind, because its really the only portrayal of a UFO witness, that even comes close to showing people, the kinds of emotions and turmoil, that I experienced, as a result of coming forward with my report of a UFO. It's the only movie that even comes close to expressing what I felt like and what I experienced.

So I didn't really have a lot of time to contemplate, what my UFO encounter in Norfolk, on March 12, 1997 was really all about, all I knew is that everything I had been planning for my life, my job, my only means of income, my only means of transportation, my reputation, everything was gone. I had to tear out my radio, my speakers, my amplifier I put into the truck, literally rip it out of the dashboard, because Dwayne had called the Sheriff to come and repossess or monitor the repossession of the truck, while I removed my personal items.

I said the only way I can get this stuff out is to rip the dashboard out, and he said – do what you have to do!

I just couldn't believe it, it was in a combination of shock, anger, and frustration, I was too pissed off to be fearful at that time.

By 11:30 am on Friday morning March 14, 1997, I was laying on the lawn of my house, with all my tools and personal items, and my radio and speakers and wires, all over the place, just strewn

out on my lawn like a bomb had exploded, scattering the stuff in every direction, my hands were cut up and bleeding and battered from ripping stuff out of the truck…

By that time I probably hadn't had a good nights sleep in over 72 hours, and now I was totally exhausted. My only comfort was my dog Romee, my beautiful German Rottweiler who was always by my side protecting me, he practically broke the screen door down trying to get Dwayne and the Sheriff.

Within a few hours, my adrenaline had died down, and I had gathered all my tools into the house, I was renting, and when I finally had a chance to sit down, and contemplate what the fuck just happened, I was so distraught, because it dawned on me, I knew I was totally fucked now.

It was hard enough for me to get the Roto Rooter Company to accept me as an employee, since I had no plumbing experience, and was going to college, they didn't think I could do both, but I did- and my grades suffered, but it was either that or quit and I was not a quitter. I got teased a lot by the kids in ODU whose parents paid for all their necessities, or who worked as bartenders or waitresses, or had connections that got them nice jobs, - I had none of that. I was all alone.

I got 50 bucks a year on my birthday and a birthday card from my mother and Grandmother. That's all the financial or other assistance I ever got, when I left Boston, I had $24 in my pocket. Roto-Rooter was my ticket to getting through the last year of college, getting a degree and then I would get my master plumber license and start my own company or just keep working for rooter rooter until I didn't need to anymore. It was the kind of job a young guy could start working for and be there his whole life – if he wanted to. Now that was all gone.

Fuck I shouted out loud. Not only was I going to have to drop out of college, I was going to have to get another job without a vehicle, I didn't even have a personal car, my work truck was my only means of transportation – I was only 26 after all with no parental or other support from my family whatsoever.

I had been on my own since I was 20, and financially on my own since I was about 14. I was used to the struggle, but this was different, this was like being raped and violated. And the worst part is – there wasn't a god damn thing I could do about it.

So when I tell people – you don't understand how this UFO encounter had such a profound effect on my life, it changed my life course, irrevocably. I wasn't in a position where I could call dear old dad, or mom or uncle Pete and just ask for money or help, because I knew none would be given. Even if they could – I would never ask them for it. Warwick's didn't take hand outs.

As a kid in Boston, when my dad was at his worst, I would collect cans from dumpsters and turn them in for a snickers bar and a coke, to feed myself sometimes. Everyone did it, mostly bums, but even adults would do it sometimes, I didn't care, it was money.

If I called my mom or peter it would just make them worry about me, and I didn't want to burden them. Everything was fine, I didn't have the heart to tell my mom I dropped out to find another job, it would just make her feel more guilty for not being able to help me.

So I sucked it up – like I had always done before. You could cry about it all you want – its not going to change anything – no one cares. So I got on with my life, but I made a personal promise to myself, that no matter how long it took, I was going to get to the bottom of this…

So with a lot more "free" time on my hands than ever before, not having to go to college and take classes and write reports, I had plenty of free time to look into other UFO events, and try to figure out who wrote The Way and any other information I could.

Eventually I came to the conclusion – that Ingo Swann must have been the author of The Way, since it was his emails and responses that were being replied to and from, when the Way messages were being responded to in 1995.

If your not familiar with who Ingo Swann was – he was one of the founding members of Project Stargate, which was a classified program within the US Army that investigated and used "Remote viewing," psychotronic and psychic techniques to view, or sense remote places and times, for the CIA and NSA, mostly to see if they could view USSR locations, of interest, like Submarine bases, or secret space ports, and other targets of interest to the intelligence community where other methods of collection had failed.

It was rumored that Close Encounters was based on some very real UFO and ET landing events that occurred at a base in California where then President Eisenhower was escorted to meet with aliens at Lake Murock, near Mohave.

So, the question remains, - what is really going on here?

Are we already in a low intensity conflict with alien forces as many have said, including former Defense Minister of Canada, Paul Hellyer.

Is our "government," the aggressor or the defender? We just don't know.

This may be why the female ET told me during my "dream," UFO encounter on the evening of February 28, 1997 to "Beware of my Government," and she told me at the end of our meeting that I had to leave because, "your government is coming," before she whisked me off the craft, in my dream state. At least I thought it was a dream.

Was it just another "coincidence," that I had this "dream experience," with a huge UFO and ET's on the same night that the Russian UFO flap in St. Petersburg began?

Was it just a coincidence that on that same night of February 28, 1997, that the NASA and the Italian Beppo Sax Satellites just happened to have all their important deep space equipment pointed in just the right spot in deep space - to capture the first ever "optical transient" photo of a Gamma Ray Burst, as it was happening?
Was it just a coincidence that NASA pointed a telescope at the remnant of the GRB 970228 explosion on March 13, 1997, the same night as the Phoenix Lights UFO events, and just happened to capture an oblong (Iron and Magnesium) signature, that NASA called, "Mysterious

and Unexplained?"

What exactly did the ET mean when she said, "Beware of Your Government?"

She said it twice, emphatically the 2nd time – "No!"

"Beware of your government!"

And what about the strange and mysterious Gamma Ray Burst – 970228 that also occurred on February 28, 1997, which was the first time scientists were able to get a photo of a Gamma Ray burst in the optical wavelength and were astonished to find that it contained an unexplained iron component that was intensely polarized, magnetic light, which NASA said was unexplained and mysterious, as the "optical" transient preceded the Gamma Ray burst itself, as if a craft was being pushed or riding the super polarized magnetic energy wave…

Could the government have been expecting something?

It is interesting that so many telescopes were able to be precisely pointed in the direction of Alnitak in Orions Belt, to see the GRB and the optical photo transient, which NASA – called "Mysterious and Unexplained," in Scientific American article from 1997.

It would be foolish to think that the former controllers and intelligence communities of American intelligence would not be following Ingo's work, if only to ensure that he was not revealing classified or Top-Secret Compartmentalized Information – aka - or "Special Access Program," secrets, which would violate his secrecy oaths he took while working for the Department of Defense.

Then again, if Ingo Swann really was somehow communicating with an extra-terrestrial Entity, through his remote viewing skills, or through the auspices of Project Stargate or some other sap secret program we don't know about yet, what could they really do about it.

Without anything to "prove" or back up his claims, other than ancient stories and religious scriptures, how does one prove one's legitimacy?

If you ever get a chance to read any of his books, or short stories, *Purple Fables*, or *Penetration*, it would seem that he used fiction in these stories, to tell some very real stories, just as many authors in the past, used fiction to tell a story so dangerous – that people might be killed, if you did not treat it as a fiction.

If not killed on purpose, then as a casualty of truth? What happened to the astronomer that discovered the comet that hit Jupiter – Gene Shoemaker?

He was killed in a car accident - under somewhat mysterious circumstances near Alice Springs, Australia – where a NSA facility and other US Space Assets operate with impunity.

Moreover, the origin of the Gamma Ray Burst which occurred on February 28, 1997, was from

just below Orion's Belt, (Alnitak) a place which has been marked out on earth with Pyramid sites all over the earth, the most famous being the stellar alignment of the three Great Pyramids in Giza, which are apparently in the shape and form of the 3 stars of Orion's Belt (Robert Bauval) thereby greatening the mystery of what might have been "coming," back from Orion's Belt on the GRB 9700228 on that eventful evening in 1997.

If the government was monitoring people like Ingo Swann, that clearly had some kind of communication line with at least one group of ET's, then this would explain how they might have been able to get the Italian Beppo Sax Satellite to be pointed in the right direction to capture the first ever "optical" photo of a GRB as it was happening, which had never been done before they captured the energy and optical wavelengths of GRB 970228.

Is that Why Ingo was so enigmatic when he was asked about the date and time period that the "Night of Lights," he said was coming? His only response was that it would be on the 13th day of a future month and year and that everyone who read the way messages would understand it – when it happened.

You have to remember, the term, Phoenix Lights, was not made up until – mid 1997, and Ingo Swann was talking about a "night of lights," as early as 1996, and even as early as 1995 and then went dark by early 1996 with no further messages. Why?

Did Ingo do this on purpose to try to avoid any possible military entanglements or confrontations, like the ET in my dream on 2-28-1997 told me – "Beware of your government," and that they (Our government) was coming…

Why would an assumed "alien," ET go out its way to warn me, or anyone else to, "Beware of your government?" Was that to protect their presence on earth?

No, that doesn't make any sense, if the ET's are saying that the government is coming, then our government is clearly aware of their presence, or else they would not be "coming" for them, and forcing our encounter to end abruptly, if that is what it was.

We will circle back to "The Way - Messages," and its possible connection to what happened that spring of 1997, but for now we shall focus solely on what we know and can reconstruct from historical accounts, published news stories and other undisputed stories, that will help us understand what happened as it unfolded, focusing on the events that began on February 28, 1997 and continuing until March 14, 1997.

Before we detail the events that follow, we should consider the following information as a backdrop to understand what happened…

Ronald Reagan made at least four publicly known speeches and comments about UFO's that I could find, that help demonstrate the willingness of USA to work with the USSR in regards to international relations, in the context of exterior threats, or "alien," threats which both Russia and America – had clearly had encounters with UFO's that did not end well.

Both Countries Nuclear Stock has been summarily investigated, and altered and involved with UFO activity, which indicates that the UFO occupants are extremely interested in what we are doing with our nuclear weapons, which may help us understand what their overall intentions are for mankind. They have manipulated and changed ICBM software, remotely shut down ICBM's and also activated their launch code sequences, and then shut them down before launching all remotely, on systems that are hard wired.

Hard wired meaning they have no external way to connect to them, the connections to make circuits turn on and off, are mechanical, and electronic, requiring both to operate and yet the UFO's seemed to be able to control complex machines, and computers and bypass every mechanical and security protocol we put in place, giving them unlimited power and control over our nuclear weapons. If the intention was to destroy humans, they certainly could have done it many times over, and apparently have not done that yet.

Although military encounters with UFO's are well documented, and some end with the death of a pilot or crash of an airplane, these seem to occur only when Military or other aircraft intentionally or accidently engage with UFO's. For the majority of UFO cases, there is no evidence of any over threat.

If anything the UFO's are keen on demonstrating their superior abilities and power to manipulate and control and disable if needed – pretty much all of our most advanced weapons and aircraft. The most recent Pentagon Release of data clearly indicates that our military operations are being monitored by a highly advanced operator, that has access to technologies, that are so advanced that our best military intercept F-18 Super hornets are no match for their superior speed and maneuverability.

Yet there is no evidence of any threat or attacks or aggression, the majority of these recent encounters appear to show craft, that are keen to show themselves, when they want to and disappear when they want to. Are these UFO incursions around the globe part of an information gathering process, to see how our military operates, to study our technology and our weapons and how we react to incursions? We do the same thing to Russia and other enemies to test their response, so we can better plan our response to them…

Are we in some kind of super low intensity conflict, with alien species, who are conducting a continuous survey of the earth, in order to plan their attack on us better? That seems a little paranoid, when such a species could wipe us all out and take whatever they needed, so I don't the need for such subterfuge. Have UFO's done things that can be considered threatening? Yes.

Does that mean that they mean us Harm? No.

Some researchers think that they altered ICBM's to prevent accidental or other types of launches, to prevent nuclear accidents, rather than to cause them. Certainly, we can be sure that their demonstrating their ability to control or take over our ICBMs and launch them if they wished to do so – would indicate at the very least, that they want to get our attention…?

But if that is true, then what is the message that they are trying to send to us ?

Without any knowledge or context of what might be really going on, we can only guess at what the message is supposed to be for humans. Are these ICBM and nuclear incursions meant to scare and terrorize us or our leaders into some kind of submission, by showing them that they can do whatever they want – whenever they want?

Are these incursions just UFO occupants who want to know how our nuclear weapons work, so they come and play with them, to understand how they work and disable them if needed? That kind of makes sense, but why would an ET race care if we blew each other up?

What do the ET's gain from helping humans to stop from killing each other in a nuclear exchange?

Do we have something that ET's want or need, or are they just helping us because they can?

One thing I thought of – was that if we shared the earth with other advanced beings, perhaps living underground or in the oceans as many UFOs have been seen coming and going from water, and 2/3 of the world is covered with oceans…

If 1/3 of the land mass of earth can support 7 billion humans and all those other species, then the other 2/3 of the earth's surface that is covered in oceans could easily support and hide an alien colony or base, especially of assume that an interstellar craft has already mastered the nullification of gravity then the technical restrictions and pressures of being under water would not matter either.

Therefore the 10th man says that the most likely source of many if not all UFO activity on earth is likely due to existing hidden species on earth – that are hidden in our oceans and seas, and underground an only come out at night, or when needed, in order to keep the home planet species from freaking out. This would explain why we don't see evidence of Radio Communication from outer space, because many of the species we are looking for – may already be here.

This would explain why we see so many different types of UFO's as well – there are literally hundreds of types of UFO's that have been reported over the years, many of these early UFO sightings can be attributed to secret military aircraft testing and other secret tests, however at least a solid 30% of all cases are unexplained.

This would suggest that the earth is being engaged by multiple species, from multiple origins, with multiple and perhaps with widely ranging and differing intentions, with some good, and some bad, and some benevolent and some indifferent.

December 4, 1985 – Reagan makes "Alien Threat" Comment at High School

The President first disclosed his recurrent thoughts about "an alien threat" during a December 4, 1985, speech at the Fallston High School in Maryland, where he spoke about his first summit with General Secretary Gorbachev in Geneva. According to a White House transcript, Reagan remarked that during his 5-hour private discussions with Gorbachev, he told [Gorbachev] to think,

> "…how easy his task and mine might be in these meetings that we held if suddenly there was a threat to this world from some other species from another planet outside in the universe. We'd forget all the little local differences that we have between our countries ..."

The media was having a field day with the horoscope's stories breaking when Reagan remarked to the White House Press core about the Earth uniting against a threat by "a power from outer space." The AP story on the speech, headlined as, "Reagan follows astrological flap with comment on space invaders."

February 17, 1987 - Gorbachev Confirms possible Alien Threat

Gorbachev confirmed the conversation in Geneva during an important speech on February 17, 1987, in the Grand Kremlin Palace in Moscow, to the Central Committee of the USSR's Communist Party. Buried on page 7A of the 'Soviet Life Supplement,' was the following statement:

> "At our meeting in Geneva, the U.S. President said that if the earth faced an invasion by extraterrestrials, the United States and the Soviet Union would join forces to repel such an invasion. I shall not dispute the hypothesis, though I think it's early yet to worry about such an intrusion..."

Gorbachev never says the situation is impossible, he just thinks it's too early to worry about it.

This begs the question, what is the threat and why do they think it is too early to worry about it?

Obviously, this comment in the Former Soviet Union press went largely undocumented in western press, let alone soviet bloc press, yet it was there. Just by their comments alone, an insider – a person who has witnessed and has knowledge of UFO's could conclude that both the United States and Russia are aware of a possible alien threat sometime in the near future, not so far from 1987?

February 1987 – Steve Allen says Reagans had a Close Encounter with UFO

There is an unconfirmed story that before Reagan became Governor of California, Ron and his wife Nancy had a UFO encounter on the highway going to Hollywood. The story was broadcast in February 1987 on Steve Allen's old radio show over at WNEW-AM in New York.

The comedian and host commented that Ron and Nancy were late for dinner with friends in Hollywood and when the couple arrived, they were quite upset for over half an hour and later said, "that they had just seen a UFO coming down the coast." No further details were released by Steve Allen during the program.

May 4, 1987 – Reagan says Aliens are the most important international issue

Ronald Reagan has told us that he thinks often about this issue, yet nobody seems to be paying attention. When the President mentioned last May 4, 1987 in Chicago for the third time the possibility of a threat by "a power from another planet," the media quickly dubbed it the "space invaders" speech, relegating it to a sidebar in the astrology flap.

The ET remark was made in the Q&A period following a speech to the National Strategy Forum in Chicago's Palmer House Hotel, where he adopted a more conciliatory tone towards the Soviet Union.

Significantly, Reagan's remark was made during his response to the question, "What do you consider to be the most important need in international relations?"

> "I've often wondered, what if all of us in the world discovered that we were threatened by an outer -- a power from outer space, from another planet. The citizens of the world would come together to fight that particular threat..."

September 15, 1987 – Reagan Comments on ET at INF Treaty with Russian Diplomats

There is a fourth, unofficial, similar statement from Ronald Reagan about this particular subject. It was reported in the New Republic by senior editor Fred Barnes. The article described a luncheon in the White House between the President and Eduard Shevardnatze, during the Foreign Minister's visit to Washington to sign the INF Treaty on September 15, 1987. Barnes wrote:

> Near the end of his lunch with Shevardnadze, Reagan wondered aloud what would happen if the world faced an alien threat from outer space? "Don't you think the United States and the Soviet Union would be together," Reagan asked?

Shevardnadze reportedly said "yes, absolutely…and we wouldn't need our defense ministers to meet," he added.

September 21, 1987 - Reagan U.N. Speech about Alien Threat

Reagan made a speech to the 42nd session of the General Assembly of the United Nations and said that,

> "…in our obsession with antagonisms of the moment, we often forget how much unites all the members of humanity. Perhaps we need some outside, universal threat to make us recognize this common bond. I occasionally think…how quickly our differences worldwide would vanish if we were suddenly facing an alien threat from outside of this world, and yet I ask. Is not an alien force already among us? What could be more alien to the universal aspirations of our peoples than war and the threat of war?"

Unlike his seemingly jovial remarks at Fallston High School in 1985, these remarks were the closing statements made to the full session of the United Nations. His words and speech would have been written and approved ahead of time, and his words were carefully chosen and delivered. Ronald Reagan does think often about the possibility of an alien invasion, and how this event could become a catalyst for world unity.

There is also an unconfirmed story of a special screening in the White House of the movie "ET" a few years ago, with director Steven Spielberg and a few selected guests. Right after the movie, Reagan supposedly turned to Spielberg and whispered something to the effect, "There are only a

handful of people who know the truth about this.”

A Mystery, Wrapped in an Enigma, Inside A Riddle

That is what Defense Secretary William Cohen said, when he was asked about the mysterious disappearance of Captain Craig Button, he quoted Winston Churchill. However it was an apt quote because even 25 years later we still don't have any more conclusive answers as to what caused Captain Craig Button to break formation and allegedly crash his A-10 into the side of a mountain in Colorado.

That's what the government wants you to believe, they want you to believe that Craig Button crashed his plane into the side of a mountain, and there only evidence to support this theory is that Craig Button bought a copy of movie the "*The Bridges of Madison County*."

It's amazing that after spending hundreds of hours of investigation, and interviewing over 200 people, that this is all the AFOSI could uncover to explain what the possible motive or reason for Craigs Alleged Suicidal ideation.

Or was it?

Very early on in the AFOSI investigation Craigs roommate had reported that Craig made and received a serious of phone calls to someone, the night before he disappeared and his roommate said that whatever the nature of the calls were, they seemed to upset Craig very much.

Buried deep inside all the various news reports and only video documentary that quoted the AFOSI lead investigator, was the revelation that Craig got those phone calls and that they know that craig was upset by the content of the calls, but that the AFOSI was unable to determine the nature of the call, or whom Craig had spoke to. For reference I have provided the only written version of this report from an official news agency, other than the AFOSI itself, which the CNN report is based on.

July 25, 1997 – A-10 Crash Investigators Focus on Mystery Call

Web posted at: 8:06 p.m. EDT (0006 GMT)

WASHINGTON (CNN) Air Force officials still want to know why an A-10 attack plane went 800 miles off course in April and crashed into a Colorado mountain peak. Sources told CNN that Air Force investigators are focusing on a telephone call that seemed to distress Capt. Craig Button, the pilot of the A10, on the night before his fatal flight.

While it had been rumored that Button may have been homosexual or had AIDS, toxicology reports reveal he was not HIV positive, and investigators say they have no evidence to suggest he was gay.

But officials learned from Button's roommate that Button became upset by a phone call the night before the flight. They have been unable to determine whom the call was from, or the substance of the call.

Investigators say there is no evidence that family problems or financial troubles were a source of anxiety for Button. They also have been unable to find evidence that he was affiliated with rightwing militia groups, as was rumored.

Authors Note: It is clear that the AFOSI seems to have genuinely wanted to find out what really happened. If they wanted to stick with the Gay or other rumors, they certainly could have doubled down on this – and yet they rescinded in the absence of any evidence to substantiate it.

If the phone call that upset him was thought to be related to a love affair he was having then no one has come forward to explain their connection.

Even back in 1997, before cell phones were a thing, the phone companies would have records of the phone calls, and we can assume that AFOSI surely looked at Craigs Phone records and talked to his former girlfriends and lovers, who confirmed that they were NOT the ones who talked to Craig – so this leaves a great unsolved mystery – who called Craig and what did they talk about – and why was craig so upset?

Since he disappeared within less than 24 hours after this phone call occurred, we can surmise that whatever the content of the call, it was likely the direct or indirect cause of his death and disappearance.

Whether he killed himself as the AFOSI suggests or something else happened, the crux of this case revolves around this phone call, and who spoke to Craig and what did they speak about?

With that main question in the back of my mind, I set out to organize the Phoenix Lights Conference in Glendale AZ, so that witnesses to the Phoenix Lights could come and give their testimony.

The DVD and video that resulted was called *The Phoenix Incident*, (2008) because it more accurately described what happened, even though many of the reports refer to the series of events as the Phoenix Lights, the parts where there was any kind of actual video taped lights, was of curse the 10:30pm mtn time - infamous – Flare drop video, that the majority of rational and experienced pilots and military familiar with flare drops would all agree, that these are illumination flares.

However this does not explain the earlier sightings and reports from 8pm to 9pm, which described boomerang, triangular and mile wide UFO's which appeared to converge on Arizona that evening in March 13, 1997.

Some people read and saw some of my theories and speculation about what happened to Craig, and Amy Lynn Svoboda and has some things to share…

Re: Love to hear your story about your involvement in the recovery of the A-10

Anonymous reader: I just listened to most of your video again.

Pilot was in aircraft according to one retired AF LTC who called me and complained. He told me that the pilot of this A-10 was doing barrel rolls over his house and he saw the pilot upside down wave at him. At that time all the 500 pounders were accounted for.

several (at least 2) of the 500 pound bombs were dropped resulting in massive complaint calls.

Its been 13+ years but I remember plotting out the locations of all the complaint calls on a map and trying to understand how much fuel he had left. The aircraft was not flying in a straight line.

I worked this accident in the command post as the acting crew commander on duty. I was the one who took the phone call from DM AFB Command Post, "have you seen a A-10 that may have diverted with com problems?" I took most all of the complaint calls (barrell rolls and dropping munitions in the mountains) (other than my crew partner) from vets in the area that this a-10 caused.

I was also one of the people that compiled all the data from the onsite eagle command site and put it in reports for NMCC for the days and weeks to come. My team organized this entire SAR from light- all units to food and personnel to aircraft. I was also the one who personally scrambled 2/ F16's out of Buckley to intercept this A-10. I also spoke directly with one of the PJ's involved in the SAR who found Capt Buttons HAND after a debriefing.

There was nothing classified about this operation at any time other than some of the methods we used to investigate this issue which I will not comment on. This is why I don't have any issues commenting on this situation. I had clearance being the eyes and ears of the commanding general to understand any issue that was going on.

What I am telling you is fact not theory of any kind. Ill be honest with you... my gut feeling at the time that this was related possibly to Timothy McVeigh's trial was happening at the same time in Denver.

I was concerned that a fully loaded A-10 just off a tanker so far out of its training area had something in mind involving this high profile trial. This is why I scrambled the F-16's.

I am not sure what sources you have and theories, but Id be happy to hear them. Honestly and this is no bull shit of any kind because I can prove that the above is correct with my history of who I am and my job and many citations. I am probably the closest real source of information there is other than my crew partner at the time.

If you want to speak, I can arrange a skype call

Chaz…

This information has not been confirmed or vetted. (pulled from web message boards)

From: ANONYMOUS MILITARY

LUU-2 parachute flares dropped off range by A10 pilot, nothing more. I was stationed at DMAFB in the 80s as an A37 FAC and dropped them over the Gila Bend ranges regularly. Here hysteria takes over and people see more than the video shows Military flares such as these can be seen from hundreds of miles given ideal environmental conditions. Later comparisons with known military flare drops were reported on local television stations, showing similarities between the known military flare drops and the Phoenix Lights

An analysis of the luminosity of LUU-2B/B illumination flares, the type which would have been in use by A-10 aircraft at the time, determined that the luminosity of such flares at a range of approximately 50–70 miles would fall well within the range of the lights viewed from Phoenix.

Dr. Bruce Maccabee did an extensive triangulation of the four videotapes, determining that the objects were near or over the Goldwater Proving Grounds, see Gila Bend bombing ranges.

Craig Buttons "Girlfriend," reported that Craig was intensely interested in UFOs

This information has not been confirmed or vetted. (pulled from web message boards)
From: Web chats

Now do you remember the bizarre story of A-10 pilot Craig Button who supposedly committed suicide and crashed into a mountain side near Vail?

Well, the Air Force tried to cover that up by making him look like a kook - offering a "thwarted romance" story - possibly a gay love affair gone bad... but the inside story from pilots who served with him (they were all warned to keep their mouths shut but of course they talked to family and friends) say that Button had been recruited by 'Black Ops' - the ubiquitous 'Men in Black' for an undercover career with the "Shadow Government" or at least that powerful, disconnected rogue element within the Military Industrial Complex that has Above Top Secret clearance and Above President/Congressional Authority to operate autonomously in the research and development area of new weapons technology (possibly back engineered extraterrestrial technology).

But rather than being honored and eager to join up with the Shadow Government, Button was incredibly frightened by the revelation of their shadowy existence, being raised a fundamentalist Christian himself, and began to suspect that perhaps this Shadow Government just might be THE Government of the Antichrist still lurking in the shadows and yet unrevealed to the world.

He began to grow very distraught at this prospect, his fellow pilots said, reading book after book on bible prophecy... oh that Hal Lindsey will give you ulcer's... and other Left Behindish end

times material about the Antichrist and Satan's diabolical government clandestinely rising to power behind the scenes - oh - and also - one of his girl friends stated that Craig was most certainly NOT a closet GAY - he was just a staunch abstainer, he wanted to remain a pure, a virgin until marriage.

The whole gay love affair smokescreen was just an Air Force disinformation operation. Any way - this same girlfriend told people that Craig all of a sudden became VERY, VERY consumed and interested in the UFO and abduction phenomenon and checked out every book at the base library on UFO's and went to bookstore with her to purchase a dozen or so more.

"He had never been interested in UFO's whatsoever before," she said, *"but after he got visited by these three strange "men in black" and they tried to recruit him by taking him on a tour of the Dreamland or something sounding like that at a super-secret military base inside a hollowed out mountain in Colorado, he all of a sudden got really interested in UFO stories and stories of people being abducted by aliens."*

It is very likely that Craig was being recruited by the Black Ops, possibly going to work as a pilot flying experimental X-craft at an AREA 51 or S-4 type above top secret R&D installation... this all kind of makes sense now - after you consider that he quite mysteriously crashed right into the side of a mountain in Vail, CO because supposedly - in the UFO lore - there is a rumor (now confirmed) of a huge new hidden Air Force testing base which has completely replaced AREA 51 - which is now for all intents and purposes defunct because of all the public scrutiny and attention it garnered in the 1990's on show like the X-files and Art Bell's Coast To Coast AM.

That used to be the premiere proving grounds for new R&D military technology, but the reason why Craig might have flown INTO the side of the mountain is very interesting, you see... he may have believed that a huge section of the side of that mountain was a HOLGRAPHIC illusion... because in the UFO lore, there are rumors that the Air Force has a hidden airstrip INSIDE the mountain... jets and back-engineered UFO's take off through that projected screen and seem to simply appear out of nowhere - from the side of the mountain.

They also re-enter the secret airstrip and hangar in that way - the appear to fly right into the remote mountain and just disappear... again because there is really a huge bay door there and they know exactly where it is and the space in the middle is filled by a 3d-holographic projection which looks indistinguishable from the rest of the mountain.

This information has not been confirmed or vetted. (pulled from web message boards)

Plane found was not Buttons – but another plane, that crashed years before

> Left a reason for downloading Was Captain Craig Button Murdered to cover up Phoenix Lights or 9/11 or both?
>
> I actually saw this plane fly overhead as I live along the front range of Colorado. There were all kinds of rumors coming out of the Air Force at the time. *I do remember listening to a search and rescue person deny that the plane found was Buttons.*

> He said that plane crashed years before and many of the witnesses in New Mexico actually saw the plane head out towards Mexico after leaving Colorado airspace.
>
> Also rumors from the Air Force itself said that he was not carrying four conventional explosive bombs but one nuclear weapon which was also spoken of on the Denver nightly news.
>
> So there is something wrong with this case.
>
> I watched his plane circle the Denver metro area and have always wondered what was going on.

Authors Note: First of all – Captain Button, was still in training for his A-10 – he was reported to be on his first live Bomb practice attack run, when he broke formation on April 2, 1997.

The military does not give "Test," flight jobs at super-secret bases, to junior airmen, that have barely qualified for A-10 training. They pick pilots who have decades of experience, not hours.

Also for same reasons as above, no training A-10 Pilot is going to be given a live Nuclear Weapon to carry on his plane, when he is not even qualified to drop dumb bombs yet. So none of that makes any sense, and is not logical, that is just conjecture that has no place in reality.

> However, this comment, *"I do remember listening to a search and rescue person deny that the plane found was Buttons."*
>
> He said that plane crashed years before and many of the witnesses in New Mexico actually saw the plane head out towards New Mexico after leaving Colorado airspace.

This part of the statement has to be investigated further because what if its true?

After all, although Air Force PJ's were supposedly brought in initially to identify the wreckage, along with some A-10 Pilots, it would be hard to know for sure, if the plane found was 100% identified, for sure, because its unlikely that the military would have admitted that it wasn't, since they were eager to end the "mystery," and call off the official search, and any inquiry into what might have happened.

When I was looking at photos of the crash site, recently, I have to admit - it did not look like a plane had crashed into a mountain. One of the photos from the crash site showed a pile of extremely rusted metal parts, which seemed to be from the GAU gun, but the level of rust seemed too severe for a jet that just crashed? I made a mental note of that, not thinking much more about it – until I saw this anonymous post and then went back and looked at the crash site photos again.

Figure 1 - Severely rusted parts from alleged A-10 Crash site, Likely the GAU gun frame.

Figure 2 - How is this debris in almost pristine condition with no rust, yet the other debris looks like it been left exposed for years? Also why does the plane look like it was torn apart, rather than smashed into the ground? Where is the impact crater? If the gun had a standard Loadout, then it would have 1 x HEI explosive round, followed by 4 DU or Depleted Uranium Rounds, so if there was chance of Uranium contamination, why aren't these men wearing proper Radioactive waste protection?

It's in a national park, the EPA should have some say in the contamination that could trickle down into lakes and streams, yet there seems to be no attention paid to radiation or contamination protection?

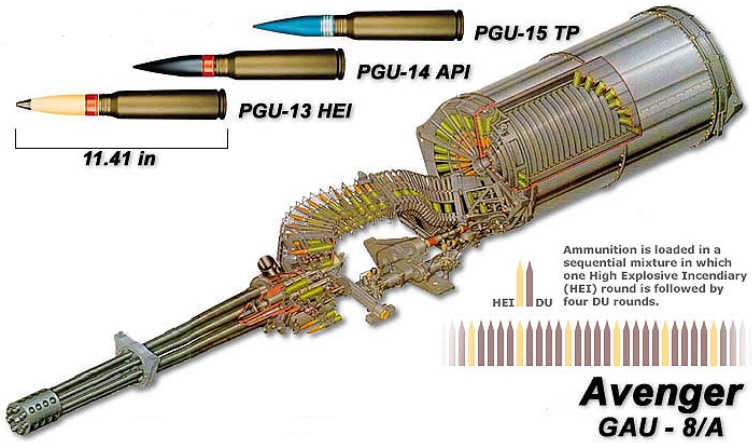

Figure 3 - Where is the impact Crater?

Figure 4 - No Impact Crater - it looks like the plane was disintegrated and then dropped from overhead. How do you get such intense fragmentation without an Impact Crater?

Figure 5 - Where is the Impact Crater? Where is the Plane Debris, if the Discolored snow is a flash burn, where are the plane parts? This makes no sense? A smoke and burn pattern with no impact crater and no debris visible on the surface?

DU used in US munitions has 60% of the radioactivity of natural uranium.

The use of DU in munitions is controversial because of concerns about potential long-term health effects. Normal functioning of the kidney, brain, liver, heart, and numerous other systems can be affected by exposure to uranium, a toxic metal.

The biological half-life (the average time it takes for the human body to eliminate half the amount in the body) for uranium is about 15 days.

The aerosol or spallation frangible powder produced by impact and combustion of depleted uranium munitions can potentially contaminate wide areas around the impact sites, leading to possible inhalation by human beings.

According to an article in Al Jazeera, DU from American artillery is suspected to be one of the major causes of an increase in the general mortality rate in Iraq since 1991.

Airline Pilot Recounts Phoenix Lights Events on the 19th Anniversary

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I'm from Seattle. I remember the reverberations in my lungs from the formations of WW II bombers flying over the city as a boy. I watched the B-47 & the B-52 fly out of Boeing Field when they were brand new. I learned the parts of airplanes by building models. I learned aerodynamics from gliders. I read about airplanes, and loved to watch the Beavers lift off of Lake Union trailing spray, with the sound of their Pratt & Whitney R-985 echoing off of Queen Ann Hill. I still do.

I began flying in late 1962, as soon as I could reach the rudder pedals and hitchhike to the closest airport which by then was Portland International. I earned my licenses & ratings at the minimum age. I washed/waxed airplanes, cleaned toilets, scrubbed hangar floors, flew skydivers, charters, dead bodies, radioactive pharmaceuticals anything to log more time to get the airline career that was my destiny. Flying is not what I do, its who I am.

My Airline Transport License bears type ratings in Convair 580, DC-9 and B-727. I have flown the DC-10 and B-747 as First Officer. I have logged over 12,000 hours of flying time. I know what flares don't look like.

Airline pilots are accustomed to noting the time. Time off the block's, time off the ground, the time over navigational fixes particularly over the ocean. Then there is the all-important estimated time of arrival, the time on the ground and the time on the blocks where we turn off the seat belt sign. And the time the crew bus leaves in relation to those times. Son Logan was making a racket outside in our driveway. When I stepped outside to investigate, the time in Scottsdale Arizona on March 13th, 1997 was 22:20.

Logan's friends, Ryan and Jenny, were helping with the project that consisted of constructing massive, rustic gates for our acre horse property. He was using a sledge hammer to force timbers

onto steel rods. Ryan asked, "What the hell is that?" Ryan had to be the only person on earth who hadn't known of the Hale Bop comet.

I turned, prepared to deliver a lecture on comet's, but stopped short. "Uh, we're in for an air show." I said. My initial impression was that of a formation of C-130's displaying some new type of tactical lighting. But you feel a C-130's powerful Alison engines before you hear it or see it. We felt nothing. It was quiet. Real quiet, and it stayed that way.

The huge mass – at least a mile wide – approached from the North West. I could land on it with my 727. We began to eliminate possibilities. Whatever it was seemed to be following the Tonto One arrival, the standard jet arrival routing for instrument traffic into PHX on an approximate heading of 120°. I estimated its altitude to be 10,000 feet.

No C-130's, it wasn't a formation of jets – too slow for either of them. Helicopters? Not that either – no "wop-wop," no sound. None. Cessna's wired with weird lights? Its happened, but that wasn't the case on March 13th.

After a few minutes of observation we concluded that this was one object. There was zero movement between its massive forward-facing amber lights. I should have counted the lights, should have run for a camera and called my friend Bob Mohan, a local talk radio guy. The craft had intercepted Scottsdale Road, and made a right turn to approximately 180º following it south. It was headed right for Mo's house.

WHY didn't I call Mohan, run for a camera or any of those other questions people always ask? Because I expected it to disappear at any moment. None of us were frightened, excited or otherwise disturbed. But we couldn't take our eyes off of it. What I saw bears little relation to the video of the "Phoenix Lights." And yes, there are a couple of fruit loops associated with March 13th. Anyone who can tell you what the little green men wish for us can probably also tell you where God wants you to send your checks. But, that's just my opinion.

I estimate it passed 90º to our position, roughly at the intersection of Scottsdale road and Shea Boulevard, a couple of miles away, at 22:30. We could no longer see the top of it – the lights we had been watching were blocked out by the structure.

As it passed the 90º position, I thought I perceived a rounded, almost gondola shaped – what? – what DO you call a semi-transparent thing on the bottom of a craft whose top might have been 10,000 feet in height?

This matches the Luke AFB reports of an F-15 pilot intercepting something enormous at Angels 10 or 10.5, which is the same altitude that Trig Johnston is reporting, Correlation?

Also the Suffolk, VA F-18 intercept on October 31, 2007 shows large boomerang or chevron shaped UFO with some sort of Gondola or Support Structure from which smaller "Orb" shaped UFO's appear to "Dock" on the Gondola Structure, almost magnetically being sucked into the gondola as if a magnetic lock was engaged.

What ever you call it, it was nearly dragging the ground. Keep in mind there was nothing available to compare with – and from our position it was quite dark. I've heard it said that it was like looking through water. Yeah. Like a thin curtain of water. Lights on the other side, some city, mostly stars lost some of their brilliance and appeared mildly wavy as the craft passed between us and them. To me, the machine seemed to be an array of amber lights suspended in floating ink surrounded by the dark of night.

When you make a UFO report, you must expect people to think you're crazy. So here's where you will think I'm crazy. It had passed approximately two miles west of our location at Pima & Shea when I "received" what I have subsequently been told is an "empathic" transmission:

"We are not a threat." "OK."

We watched the craft float silently, majestically down Scottsdale road at about 30 MPH like a float in the Rose Bowl parade. This craft wanted to be seen.

This Matches the witness description of William W. Warwick IV – report of the Boomerang Shaped UFO that he witnessed in Norfolk, Virginia on March 12, 1997, the nght before the Phoenix Lights incidents on March 13, 1997.

"So why didn't more people see it?"

Good question. My guess is that due to its silence, and the lack of a beam from the lights – no beam, no corona, you've heard all of that – that unless you happened to be looking up anyway, you'd never have known it was there.

When the craft reached Indian School Road, it made a turn to proceed directly over Sky Harbor Airport, making good a course that would take it to the Antenna Farm on South Mountain. That's where the TV towers and all of those blinking red lights are. . . we lost sight of it there. The kitchen clock read 22:40 hours. 20 minutes of UFO time.

This pattern of movement, near total silence, and crossing major landing runways landing slopes, also occurred in the Norfolk Incident, when the Boomerang craft crossed over the main East West landing runway for Norfolk Naval Station, one of the most secure and important military installations in the world. Such actions indicate that whoever was operating the UFO craft in Phoenix and Norfolk, were intent on being "seen," as such actions would surely get the attention of air traffic controllers, planes landing and other observers in and around TCA – Terminal Controlled Airspace, especially military "Restricted," TCA airspace.

Note: the Goldwater range is on the far side of south mountain. Flares can be seen there from various locations throughout the Valley of the Sun.

I made no effort to report the sighting until I read Phoenix City Council member Francis Barwood's plea in the Arizona Republic. She wanted to know what this was. The cost was her career in politics. You see ***they*** don't want you to know what we saw on March 13th. ***They*** went to a great deal of trouble with disinformation, character assignation and just plain old lies to try

to. . . keep us from thinking?

The government would have you believe that military pyrotechnic flares were ejected over a major metropolitan area by a visiting military unit. That's a violation of one of the most basic Federal Air Regulations. Yet not one word about that or which tree they would hang those pilots from had that happened. It is an absurd suggestion. And there was no physical evidence. No fires, no spent munitions, no parachutes, no nothing but hot, Federal air.

Does anyone believe that a flare might maintain speed and altitude while tracking a precision course, making turns and covering vast distances? I don't think anyone is that stupid, yet ***they*** continue to stick to their story and insist you believe it. And ***they*** have allies within the "UFO Community." Why?

Remember at about that time ***they*** put out a story that Capt. Craig Button broke formation in an armed A-10 at the Goldwater firing range. ***They*** allowed this airplane to fly over a major metropolitan area and many smaller towns, buzz a few people and not one single airplane was dispatched to see what was going on?

They tell you that Capt. Button intentionally flew his A-10 into the side of Eagle Mountain in Colorado. ***They*** tell you that ***They*** identified his remains with DNA samples the day following the discovery of the crash site. How long did it take to get a DNA identification in those days? Seems to me that it was about two weeks. Is there a connection between March 13th and this as well as several other incidents? ***They*** seem to have the same press agent.

Bottom line, what was it? I don't know. If it landed on the White House lawn this morning and E.T. stepped out, I would not be surprised. Jim Delotoso speaks eloquently about Occum's Razor – the simplest answer to a question is usually the right one. He's right.

The SR-71 flew in 1958 before ***They*** had any real money to play with…

When did the Stealth Bomber fly? Remember, ***They*** shot JFK in front of God and everyone and got away with it. Fried some folks at Waco, but deny it to this day. Do you believe that TWA 800 was brought down by a faulty boost pump? Do you really believe the "9-11" story?

Is it possible that ***They***, the flight crew of the March 13th UFO are in the service of them? Your tax dollars at work? That would be my guess. But then I have to ask myself why ***They*** would parade ***their*** new toy down Scottsdale Road, and then deny it?

Look up. ***"They"*** will be back.

Captain Trig Johnston - 2016

(Captain Trig Johnston's Testimony can be found and Featured in the Award-Winning Documentary Film – *The Phoenix Incident - 2008*)

ADMIRAL TRAINOR

The secretaries of the Navy, Air Force and Army embarked for an overnight stay and conference on 4 October 1996. Each dignitary arrived in a different aircraft: Secretary of the Navy **John H. Dalton** in an F-14 *Tomcat*, Secretary of the Air Force Sheila Widnall in an F/A-18 *Hornet*, and Secretary of the Army Togo West in an Army H-60 *Blackhawk*. All three toured areas of the ship specialized for operations involving two or more of the services; their meeting focused on command and control, communications, computers and intelligence.

John F. Kennedy and her air wing, CVW-8, began 1997 with composite training unit exercises (4-12 February), followed by *Joint Task Force Exercise '97-2* (7-23 March), both of which took place in the Puerto Rico operating area, evolutions that tested the ship and her air wing in simulating threats and challenges facing a battle group during deployment and in forward-deployed joint operations. Joining the *John F. Kennedy* Battle Group were the *Kearsarge* (LHD-3) Amphibious Ready Group; elements from the 2nd Marine Expeditionary Force and the 22nd Marine Expeditionary Unit; elements of the Army's 18th Airborne Corps, 18th Aviation Brigade, and the 82nd Airborne Division; the USAF Air Combat and Air Mobility Commands; Special Operations Command; U.S. Space Command; the U.S. Coast Guard and Canadian Maritime Forces.

Sadly, during the Joint Task Force Exercise '97-2, HS-3 lost one of its Seahawks (Troubleshooter 615) that crashed, with the loss of its entire crew, while attempting a landing on board the guided missile frigate Taylor (FFG-50) on 13 March 1997.

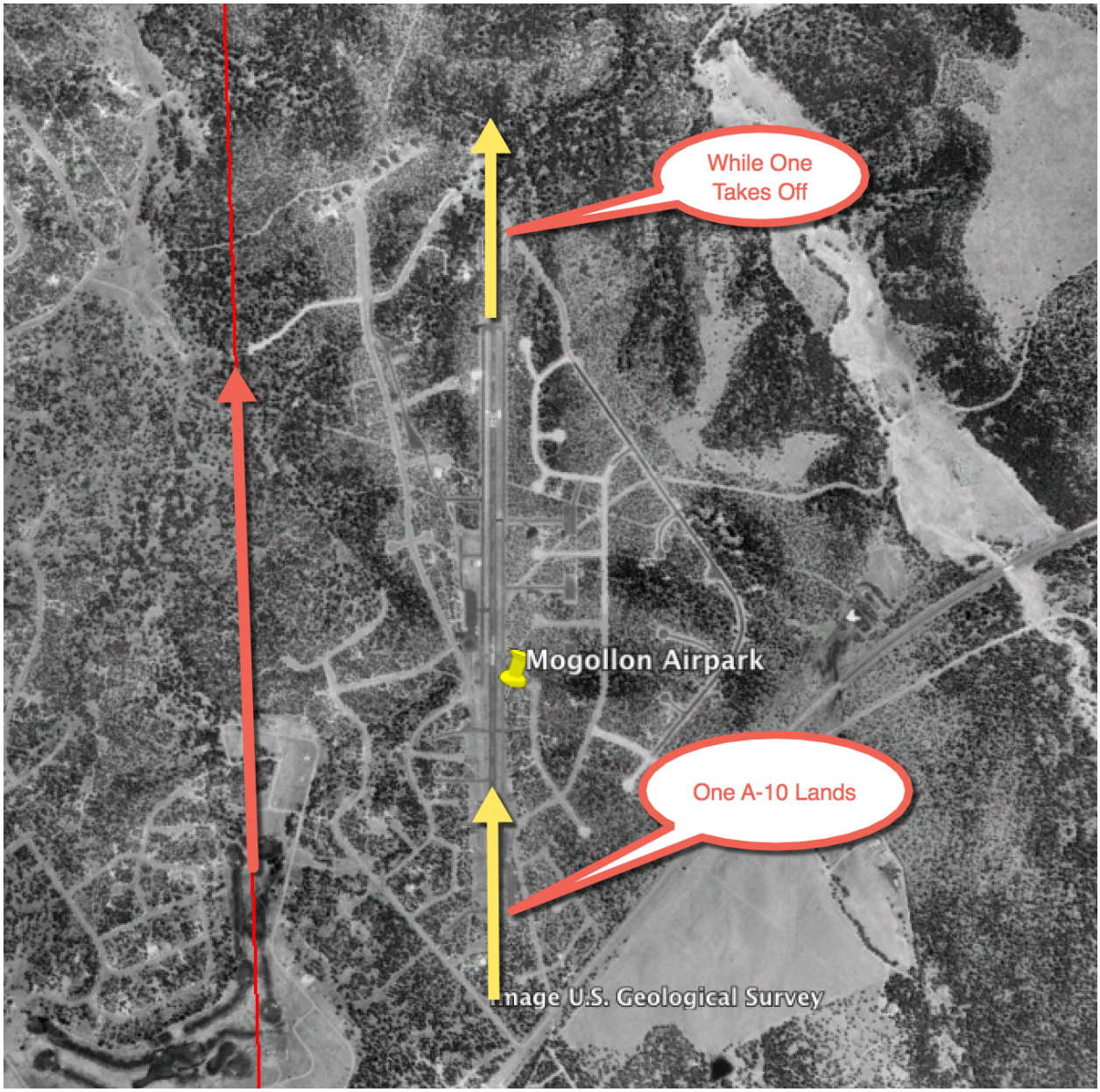
The training sharpened the skills of the crew as they prepared to take their station to support U.S. foreign policy in Bosnia and Iraq. *John F. Kennedy*, with CVW-8 (VF-14 and VF-41, VFA-15 and VFA-87, VAW-124, VAQ-141, Sea Control Squadron (VS) 24 and HS-3) embarked began her movement toward the Med with carquals (29-30 April), and then in-chopped to the 6th Fleet on 12-13 May 1997, relieving *Theodore Roosevelt*. *John F. Kennedy*'s consorts included destroyers *Spruance* (DD-963) and *John Hancock* (DD-981), guided missile cruisers *Hue City* (CG-66), *Vicksburg* (CG-69) and *Thomas S. Gates* (CG-51) and guided missile frigate *Taylor*.

Soon after *John F. Kennedy* reached the Mediterranean, she participated in the French invitational exercise, *Iles D'Or 97* (20-29 May 1997). The carrier, along with *Hue City*, *Vicksburg*, and French Navy units, practiced tactical maneuvers and deterrence operations. Liaison officers from the battle group served in French ships during the exercise and gained insights and perspectives of the complexities of coalition operations.

John F. Kennedy then participated in Operation *Deliberate Guard* (19-22 June 1997), operating in the Adriatic, CVW-8 flying "real world" missions over **Bosnia-Herzegovina**. HS-3, during that time, sent one of its SH-60Fs to operate to guided missile cruiser *Vicksburg*, to support an ASW exercise, *Sharem-121*.

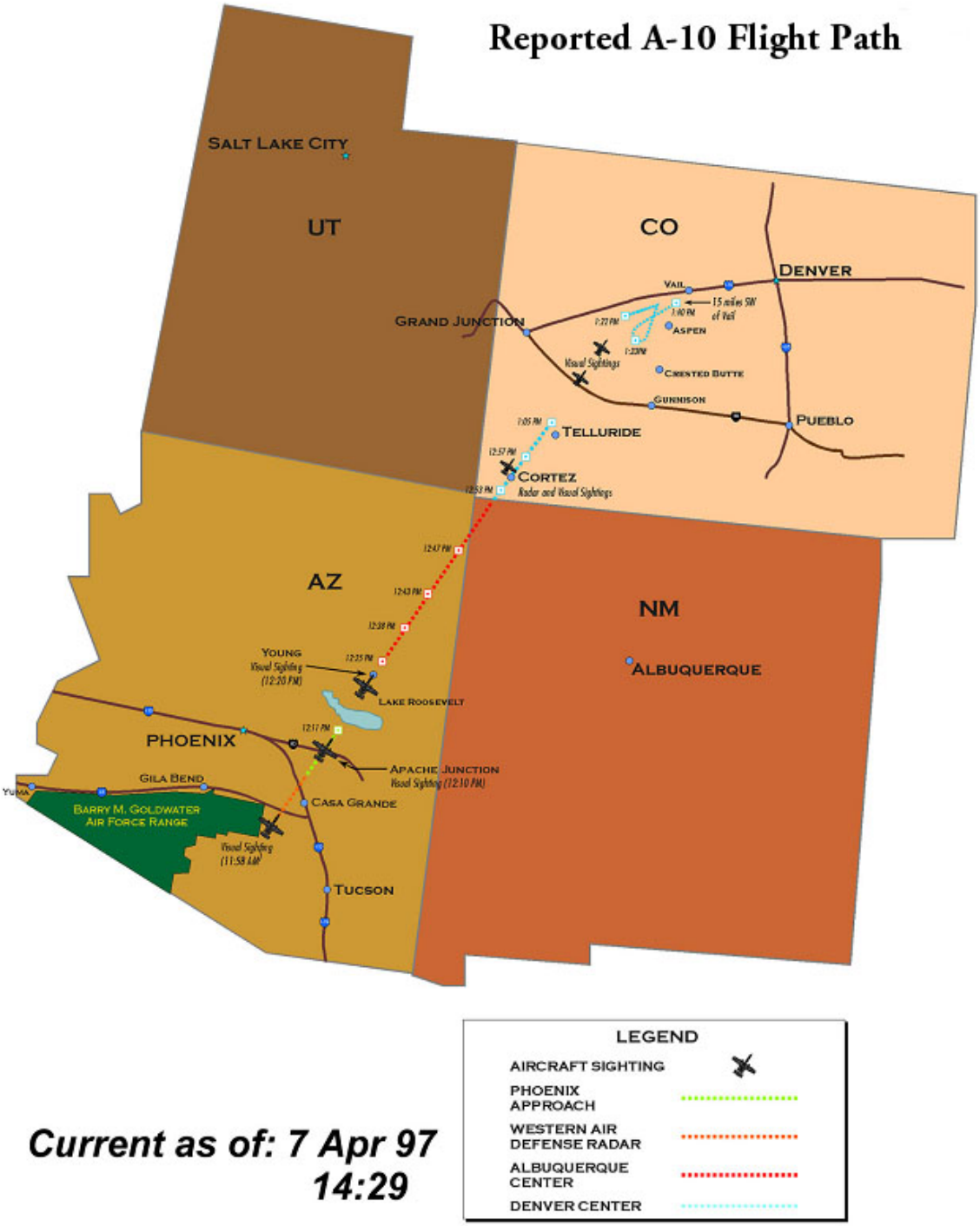
These peacekeeping and presence missions over Bosnia, meanwhile, took place in an unpredictable threat environment. CVW-8 improved their night operations capabilities, real-time reconnaissance information gathering, and air-to-ground ordnance delivery during that period. The ship then visited Koper, Slovenia (23-25 June) where over 11,000 Slovenians visited her, her visit coinciding with their country's independence day. Soon thereafter, *John F. Kennedy* participated in the U.S.-led exercise that involved ships from Italy, Spain, the Netherlands, Canada, Belgium, Turkey, Greece, Germany and the United Kingdom.

OPERATION MOGOLLON

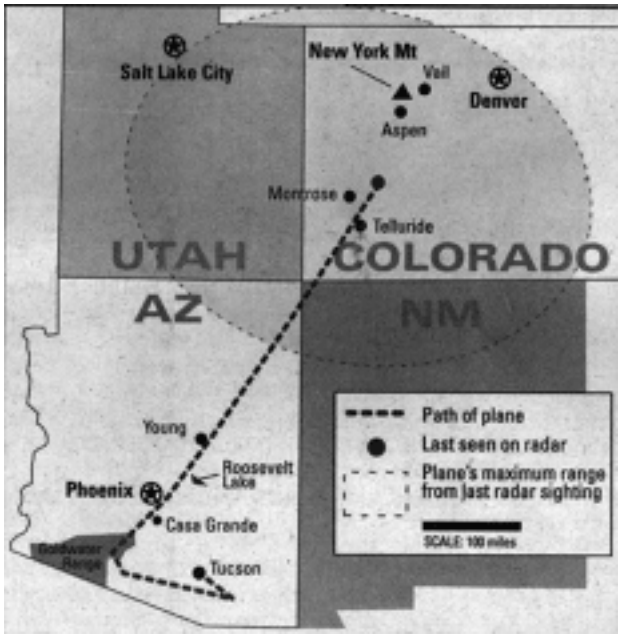


With the mounting avalanche of data that has come forth since my first coming forward in 2007 to reveal the details and timelines of the Norfolk and Phoenix Incidents, and their related military UFO crashes, deaths, and lost aircraft, there can be no doubt that our skies are routinely patrolled by and invaded by unknown aircraft, spacecraft and perhaps interdimensional vehicles of unknown origin or destination.

For over a decade now I have kept a secret, waiting for the right time when our society would be mature enough and courageous enough to care about what ***really*** happened in the Spring of 1997, and to try to speak to what may have happened to all those brave airmen and women.



From the very onset of this investigation, from the moment I got Fired from my position on March 14, 1997 at 10am EST – I made a promise to myself, that no matter how long it took…



No matter how many hours of work it took, I was determined to find out what really happened…

Why was the government hiding?

What were they hiding from us?

You see, I knew about the missing A-10 before I knew about the Phoenix Lights…

I did not know about The Phoenix Incidents until July 4, 1997 – when it was mentioned in a SCI-FI channel show with Jonathan Frakes, prior to that I had no idea that other people had seen boomerang shaped or chevron shaped UFO's – anywhere else except the Hudsun Valley boomerang UFO sightings however these seemed to be a different kind of craft, more like a huge blimp or lighter than air vehicle, vs a true anti-gravity craft.

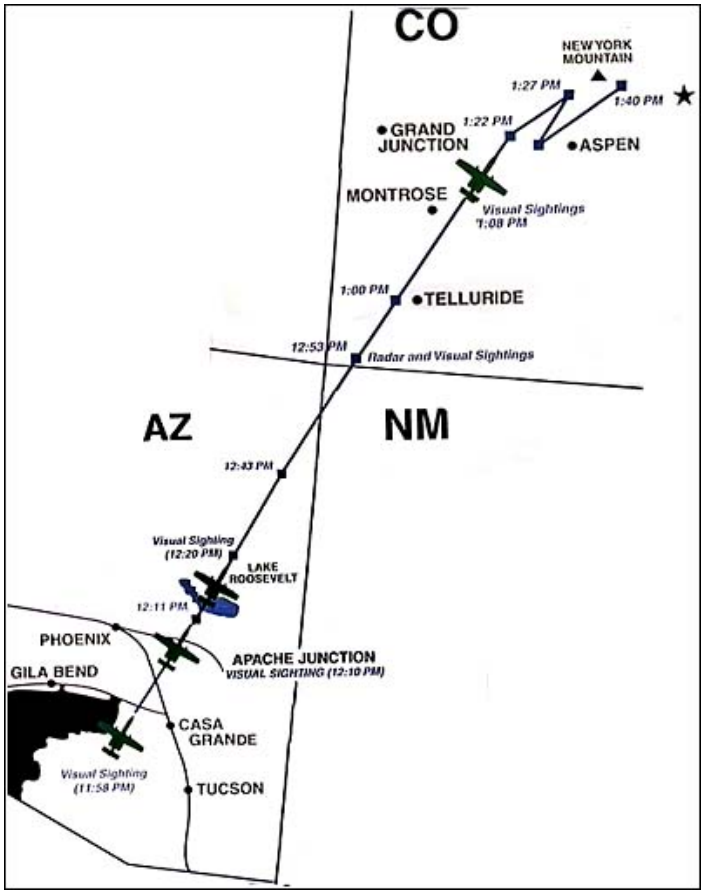
Then when I found out the date of the Phoenix Incidents, - basically exactly 24 hours after my own experience on March 12, 1997 – In Norfolk, that was all I needed to begin connecting all the dots. I now had two points of reference which to begin connecting timelines and events, and that is what the books, *The Norfolk Incident* and *Phoenix Incidents*, will cover in much more detail than we can in this one book.

From the timeline of events, it was clear to me as far back as 1998 that the areas around Norfolk and Virginia Beach etc, were a major UFO hotspot where UFO activity seems to have been occurring and recorded as long as ago as the Civil War, around Craney Island, which is where I witnessed several UFO events, on October 11, 1995, as well as July 1997, so it was clear that these events have been well documented having been reported in both news papers and books of the day, from the 1950s through the 1960s.

When I made my first appearance in public, at the Phoenix Lights Conference in April 2007, Former Governor Symington, had just come forward reversing his mocking of the UFO incident on March 13, 1997 and admitting that he too saw a huge UFO in Phoenix at about 8:30pm…

For anyone following this story it was a complete bombshell, because it was then Governor Symington who held an "emergency," media press conference which made a mockery of anyone reporting UFO's in a way that was so out of place, even skeptics thought it was a little over the top.

Mr. Symington's memory of what happened, might be refreshed when we consider that he was under multiple counts of federal indictments, and in the middle of a court trial – when he suddenly comes up with this "press conference," to mock all the witnesses…



So there is that to consider, then we have to consider that as a witness to the Boomerang UFO on March 12, 1997 in Norfolk, VA – I had already made the connection between the Lost A-10 in Arizona, and my own UFO encounter…long before I knew anything about the Phoenix Lights events, for it was only a few short weeks after my own Close Encounter on March 12, 1997, that Craigs missing airplane became national news on April 2, 1997, when it was all over the national news that a plane was missing or stolen.

I immediately thought it had to be connected to the UFO's which I saw on March 12, 1997, even though these events were thousands miles away from each other, it just seemed like too much of coincidence, so I followed the stories and copied every news article I could find, keeping meticulous records of the news stories, and other things that people posted online, I tried to include every possible reasonable explanation but it always seemed like a huge piece of the puzzle was missing.

Against this backdrop, and during the Arizona Conference I was approached by a person who watched my presentation on what I thought might have happened to Craig Button, and they took me aside and they began to tell me the most incredible about that mysterious phone call that Craig got the night before he disappeared, and once I share with you what really happened that night of April 1, 1997, you will begin to understand why solving this case is so important…

When I saw the national news talking about the lost A-10 – I just guessed, that it must be related to the UFO's because – it was only 2 weeks after I got fired, so I already had my conspiracy hat on, looking for reasons why I would be fired, wondering why I was the only person, who came forward to report this thing…I later found out I was not the only person who witnessed this UFO – but that confirmation did not come for another year or two after my sighting.

The Lost A-10 from Arizona, was the very first thing that got my attention, that I suspected might be related to UFO activity – somehow…but how?

So in search of some kind of connection to my own UFO encounters, I gathered every story I could find, looking for clues as to what might have happened to Craig Button and his lost A-10.

June 22, 1997 Satellite pic - Mogollon Airport | ww

By the time I learned of the Phoenix Lights events, (On July 4, 1997) which occurred on march 13, 1997 the night after my Encounter – I had already gathered reams of information and stories related to my own UFO and other UFO events around the world, so the Phoenix Lights case, was like the meat in the sandwich, with the other events, just showing the lead up to – and post day after events, that were related to what happened in February and March 1997.

By the time I was holding a conference in 2007 for the Phoenix Lights Witnesses to come and tell their stories, I had done over 10,000 hrs of research into what happened and gathered over 1800 pages of related information.

So it was against this backdrop, after I had given my presentation on the loss of Troubleshooter 615 on March 13, 1997 and related the Phoenix Flare drop episode video to Craig Buttons A-10 loss, I was approached by former (elected) government official who had an incredible story to share. The story which this official told was so explosive, that they swore me to secrecy about their identity, because they had received death threats.

As an investigative journalist, I felt like I could protect their identity as best as possible, and I asked if anyone else knew about the information which was about to be shared with me – and the official said that there was one other person whom the information was entrusted. I contacted the 2nd person – who was not in the media, and not a journalist, and confirmed that the story was at least vetted by at least one other person in case the original witness who wished to remain anonymous should they die or be unable to verify the information I am about to share here with

you now.

So, if something should happen to the original witness, or their family or mine, it would not kill this story.

What this former government official told me was that they were the one who spoke to Craig Button on the evening of April 1, 1997, when Craig Button was reported to have made and received several phone calls which his roommate said seemed to upset him.

The AFOSI – team that interviewed over 200 people, and which grasped at any and all straws they could - to explain why and how Craig disappeared, lost 4 x 500 lbs bombs and couldn't find what they thought was the impact site it for more than 14 days after he broke formation on April 2, 1997. They didn't explain how a military plane, *armed and missing*, could be lost within the continental united states, with no Emergency Location Transmitter – and no explanation as to why or how this could happen, despite having access to both satellite and SR-71 Imagery it still took over 2 weeks to locate anything that resembled a possible crash site with any wreckage.

To refresh your memory:

> July 25, 1997 – A-10 Crash Investigators Focus on Mystery Call
> Web posted at: 8:06 p.m. EDT (0006 GMT)
>
> WASHINGTON (CNN) - ….Sources told CNN that Air Force investigators are focusing on a telephone call that seemed to distress Capt. Craig Button, the pilot of the A10, on the night before his fatal flight.
>
> Officials learned from Button's roommate that Button became upset by a phone call the night before the flight. They have been unable to determine whom the call was from, or the substance of the call.
>
> Investigators say there is no evidence that family problems or financial troubles were a source of anxiety for Button. They also have been unable to find evidence that he was affiliated with rightwing militia groups, as was rumored.

I was already acutely aware of this mysterious phone call – which the AFOSI was so interested in – because allegedly they did not know who the call was made to – or what the nature of the call was about. I knew this because I read it in the news and copied it into my files, but also because there was a Discovery Channel program titled, "Armed and Missing," which featured the AFOSI investigator commenting about the mysterious phone call and how they would like to know who he called and what the call was about – that upset him so much.

Davis-Monthan Air Force Base pilot Capt. Craig Button's mysterious disappearance was the focus of a cable television documentary which aired on Sunday night, September 26, 1999.

At 10 p.m. local time, (Tuscon, Arizona Time) the Discovery Channel's weekly program "Discovery Sunday" premiered a cable tv program titled, "We Have Lost an Aircraft: Armed and Missing."

Crews from the New York-based Image Group Entertainment traveled around the country last year (1998), interviewing people involved in Button's personal life and career. The crews also talked with investigators and journalists, exploring what may have prompted the 32-year-old pilot to veer off course in southern Arizona and crash his plane into the side of a peak in the central Rockies. The result is a two-hour documentary. Button's A-10 Thunderbolt II attack jet never returned from a practice bombing run over the Barry Goldwater Air Force Range on April 2, 1997.

A review of radar information showed the $8.8 million jet headed straight north to Colorado, where it veered at the last moment before disappearing. The rugged, snowbound crash area failed to surrender the wreckage of Button's plane – or his remains – for 18 days after his fatal flight, despite exhaustive efforts. Military officials ultimately declared Button had committed suicide but failed to reveal with certainty why.

An investigation by the military focused on his apparent struggles with religion and intimate relationships, but only raised more questions then it answered about his final days before he allegedly broke formation and allegedly crashed into the side of a mountain in Colorado. The four 500-pound MKII dumb bombs that craig Button's A-10 was carrying when he went missing have never been located… The documentary will "explore what might have become of Capt. Button and his missing weapons," the network said.

Therefore, when a former government official approached me after I gave my testimony and evidence of what I thought happened to Craig Button, and told me that they know who Craig Button had called and what Craig was upset about – you can imagine that this person had my attention. I was more than willing to give them the time they needed to tell me their story.

This person was an Elected official of Government who was nationally recognized, in their position, and whose story had to be heard. This government official told me the following story about what happened to Craig Button and why he called this government official, on the evening of April 1, 1997.

GO = Government Official

Go: Craig Called me the night before he disappeared.

Warwick: Do you know why Craig Called you ?

Go: Because I was an elected official in government and he thought I could help him.

Warwick: Help him with what?

Go: He (craig) didn't know what to do?

Warwick: What do you mean – he didn't know what to do ?

Go: well you see, he called me to tell me that he was not in control of his aircraft…

Warwick: Not in Control of his Aircraft?

Go: I don't know that was his exact words, he just said that he was flying (his A-10) and there were times when someone else was taking control of his aircraft remotely – and he was not sure what to do about it. He was terrified of what might happen to him, if he could not regain control of his aircraft, and he was hoping to get my help – or the governments help (outside of the military) to help him.

Warwick: So – he was not in control of his aircraft, that is such a specific thing to say, such an unusual thing to say, what did you do ?

Go: Well – I told him I would see what I could do – so I made a few phone calls to try to see who I could talk to – and I called a lawyer, who might be able to help and I called Craig back, with the lawyer on the line on a 3 way call, and craig repeated his story – that he was not in control of his aircraft, and the lawyer listened intently but after listening for a few minutes, the attorney said that they didn't want anything to do with this and not to call them back ever again.

With nothing left that I could do – I told Craig that I was sorry but I did not know what else to do – since I was not a Lawyer or attorney and I could not assist him anymore. My powers within government were limited…

That Phone call was on April 1, 1997 and within less than 24 hours, Craig was gone and went missing the next day on April 2, 1997 – just mere hours after our phone call – so someone had to have been listening to and tapping his phone line or mine or both.

I would have come forward sooner, but I have had death threats and people shooting into my house and my phone lines have been tapped ever since, so I have not told this story to anyone else, except one other person, and you (Warwick).

Warwick: Ok, wow, well what do you want me to do with this information?

GO: I want you to tell the truth about what really happened…

Warwick: Ok - I will do my best.

Based on what the former government official reported, it was pretty clear that the mystery phone call which the AFOSI was unable to figure out – was a phone call from a pilot (Craig Button) – who was clearly concerned about the condition of his aircraft and indicated in no uncertain terms, that he thought his aircraft must have been tampered with or else how could he not be in control of his aircraft?

How can someone take remote control of a military A-10 attack plane – from a remote location unless the aircraft was tampered with or altered or modified to allow it to be able to be remotely

controlled from a secure location on the ground, or from a satellite or from an airborne command and control craft or ground based remote control relay operation?

Although remotely piloted Drone attack craft are commonplace today – these technologies were still being developed in the late 1990s, with GPS only being recently introduced as an all weather, day or night navigation and command and control solution, to augment gyroscopic Inertial Navigation and Radio Navigation beacons.

Therefore, the very first question raised by the Government Officials revelation was how, and why would anyone want to remotely "take control," of Craig Buttons A-10 aircraft ?

Having flown right seat with the Civil Air Patrol in (CAP) Search and Rescue (SAR) training and operations – I cannot think of anything that would be more unnerving or terrifying than being in a cockpit of an aircraft and having someone else remotely – taking control of my aircraft doing some maneuver's and then allowing me to regain control of my aircraft, without any way to stop it – or control it – or know who was doing it – or why?

The only other publicly known case I can think of - that even comes close to this is the Iranian UFO encounter with an American made F-4 Phantom over Shemiran Iran – which I included in this expose'.

However, it is not clear that the source of Craigs loss of control was directly related to any UFO activity that we know of, at least not directly related to a UFO craft, that we know of, the loss of control of Craig Button over his Aircraft seems to be directly related to more nefarious human activity.

Can we rule out a UFO encounter? Could Craig have seen a UFO and gave chase to it, and then lost communication? Why would a UFO want to control an aircraft though at random times? Are we to believe that Craig was targeted by an ET entity and forced him to fly 800 miles off course, doing alleged barrel rolls, and then crash him into a mountain?

No one at any time has ever suggested this, however its part of the overall process of the 10th man to explore all the possibilities.

This does not seem to be the case, because there are no reports of any UFO activity on April 2, 1997, related or in coincidence with the loss of Craigs aircraft on that day, so we can probably rule out UFO's being directly involved in his loss…but should keep it on the table in terms of being related to his loss.

In the 1976 - Shemiran F-4 Phantom case, the UFO was reported to have shut down the F-4 fire control systems when the pilot tried to engage and lock on his heat seeking IR missiles, the F-4 avionics system was disabled, and then when the jet broke off pursuit and engagement, the avionics came back on, and this was repeated until the pilot was sure that any attack on the UFO was futile and might result in his own death or crash or ejection – and attacking any further was impossible and the pilot returned to base, shaken up and with all his weapons.

However – in Craig Buttons case, he was in training, and according to Air Force, this was to be his first live bomb ordinance training dropping live dumb bombs known as MKII – weighing 500 lbs each – that the pilot just aims and drops them – there is no GPS, or other guidance on them hence "dumb" bombs.

Craig was not carrying any air to air – or Air to Ground AGM weapons, except his GAU – 8 cannon, which is a formidable weapon, with milk bottle sized, depleted uranium bullets, capable of piercing tank armor.

However effective an A-10 Cannon might be against a UFO at close range, I doubt any advanced aircraft of proper speed – and UFO designs, capable of achieving a neutral gravity buoyancy, with no inertial mass, would be able to easily escape from the maximum range of a GAU cannon fire from an A-10 if it needed to.

So, I doubt that a UFO would go out of its way or need a reason to disable a lone, basically unarmed, threat, which could do little or no harm to an advanced aircraft or UFO or UAP – or whatever you want to call it. I believe we can rule that out – as a primary cause of Craigs concerns.

UFO's were not controlling his aircraft, if they were – if they were – why wouldn't he say that?

The attorney didn't need to know why someone wanted to control Craigs Aircraft, they just knew that it was over their heads, and they didn't want to get involved in something that they had no real power to challenge. The GO said that the attorney wanted nothing to do with the case and that the GO and the attorney have not spoken again since that evening, the attorney wants nothing to do with the case.

Craigs own words seem to reveal a sense of concern over giving away too much information…

The GO witness did not say that Craig mentioned anything about the UFO's or the activity in Phoenix just a few weeks earlier, but could it be possible that he didn't know about the UFO sightings a few weeks earlier ?

Is it reasonable to assume that somehow Craig was living in a bubble where he was not aware at all about the UFO and other activity that occurred a few weeks earlier?

Internet scuttlebutt said that craig was allegedly intensely interested in UFO's and purchased many books on the subject, shortly before he disappeared. If he bought or borrowed books from a library, there would be some record of that unless he paid in cash?

Are we to believe that the AFOSI was able to ascertain that Craig bought a copy of Bridges of Madison County, but were not aware of his intense interest in UFOs and alien abductions?

This is one of the reasons why the AFOSI needs to release all their records of what happened so that a public inquiry into the matter can be done to ascertain the full extent of what we have not been told or what information has been withheld.

Although it would be entirely possible that the phone calls in and out of Craigs House were made from pay phones or other areas where the lines calls could not be traced to any one individual, I find it hard to believe that the AFOSI could have interviewed Craig and his ex-girlfriends and 200 other people that knew him or worked with him – and his interest in UFO's could have gone un-noticed or un-noted.

If it's true that Craig Button had an interest in UFO's then when did Craigs intense interest in UFO's begin, exactly?

Is it so far fetched to think that Craig was acutely aware of at least some of the events that occurred a mere 19 days later?

So we must ask the question, then if someone was taking remote control of his aircraft in the days and weeks leading up to his phone call on April 1, 1997, then ***could*** it be possible that someone was taking control of his aircraft and making it fly in a pre-determined flight path and pattern while dropping his illumination flares in a gentle arcing pattern?

This begs the further question, if Craigs A-10 was indeed the craft that dropped their Illumination Flares at 10:30pm and which became the symbol of the Phoenix Lights, that was seen around the world, did he realize that he was likely being setup and made a scape goat for what happened in Phoenix just 18 days earlier on March 13, 1997?

Is that what prompted him to take the unprecedented move of going outside the military chain of command, and reaching out to a publicly elected government legislator for help?

We must remember, that at this time, (April 1, 1997) no one in the national media had made any reports about the UFO activity in Phoenix and therefore no one from the Military or Government had mentioned that the now infamous Flare drop Video of 10pm time, taken by Mike Kryszton and seen around the world.

No one from the military or government as of April 1, 1997 had made any assertion that the UFO's or videos seen of the Flares on March 13, 1997 were or could be attributed to a visiting A-10 squadron from the Maryland Air National Guard A-10 squadron.

AS of April 1, 1997, there was no official or unofficial government explanation of what happened on March 13, 1997, because the case did not reach the level of National Media or even local media attention until the "Phoenix Lights," videos and witnesses suddenly and miraculously all hit the national media – more or less on the same week in June 1997.

This may seem like an insignificant side note, however the timing of all these events, is really crucial to understanding what really happened on March 12, and March 13, 1997.

So when Craig reached out to call an elected government official, no one had yet come forward to give any explanation addressing all the earlier UFO reports that came in from 8pm to 930pm, on March 13, 1997. Beginning around 8pm and continuing until around 10:30pm, there were

hundreds or perhaps even thousands of reported sightings, which varied greatly in their descriptions.

Some saw Planes flying in formation, while others reported huge Boomerang or chevron shaped UFO's, and some reported flares. The only way to understand and separate the sightings was to plot them chronologically, by the time of their reported sighting, then correlating those times to the locations. When you do that, a much clearer picture of what really happened, begins to emerge and present itself.

The bulk of the true UFO sightings occurred between 8pm and 9pm in the western half of Phoenix, with the planes and other flares sightings occurring between 9:30pm and 10:30pm. It was clear from the timing of the events that evening (March 13, 1997) that the government's response to the earlier 8:30pm UFO sightings was to send up their own aircraft, to investigate and to perhaps further confuse witnesses?

Since the government admits that there was a squadron of A-10 from Maryland ANG, in the air and performing maneuvers during operation snowbird, flying on formation, a small group of A-10's might be mistaken for a UFO in the midst of very real UFO activity, and hysteria, it would be easy to confuse a squadron of A-10s in formation, they may even look like a Boomerang Shape or Triangle shape, if they were flying in a standard Echelon of Chevron shaped formation.

Is it also just a coincidence that the visiting ANG squadron from Maryland, was there for Operation Snowbird? Many will not realize that this was the code name for previous operations which the CIA and other agencies conducted to deceive and or cover up secret missions flown by experimental aircraft in the past, so even though it's likely that Snowbird was just a name for "winter" operations in March, is it also just a coincidence that the ANG squadron also left Phoenix and Luke AFB on the early morning of March 14, 1997, before anyone could ask them any tough questions? The transcripts of an interview with one of the pilots was included in this book, read it again, now that you have a better understanding of why these facts are important?

It seems clear that the visiting ANG A-10s pilots admit that they dropped their flares before landing as was a standard practice, to prevent them from accidentally going off in a crash or bad landing event.

Of this we can be sure, there were A-10s flying around on March 13, 1997, however in terms of the flare drop videos and sightings, which were filmed by Mike Kryston and others, showed a Flare drop by a lone aircraft at fairly high altitude, in a pattern which was rising in altitude, not in a landing pattern, so whatever the A-10 that dropped the flares was doing, they were clearly not part of a larger group or those aircraft would have been in view of the witnesses and there was no evidence of any other aircraft, or UFO's sightings after the 10pm time frame.

Therefore, the major question in regards to the ANG is what time did the ANG land and end their mission? When this question is asked, the answer seems to be around 9:30pm, so if they were on the ground by 9:30pm then the ANG squadron of A-10's from Luke AFB could not possibly have been responsible for dropping the Flares video-taped by Mike Kyston and others between 10:00 and 10:30pm on March 13, 1997.

Furthermore, there is no reason for a single lone aircraft to be dropping flares in a rising arcing pattern, when the flares are typically dropped on the way into landing, which would be the opposite of a rising arcing pattern, that would be gentle glide slope for landing, and the ordinance would have been dropped over a suitable area, a gunnery range or something similar, not over a populated areas…

However a gentle rising arcing pattern of dropped flares at a higher than normal altitude, would certainly be seen by residents who might immediately think that the "lights" in the sky would be mistaken for UFO's, and then the government would have a cover story for the real UFOS seen between 8pm and 9pm?

We must consider if it was in fact Craig Buttons A-10 that dropped those flares on March 13, 1997 and were seen by so many people and which became the infamous video which was videotaped by Mike Kryston between 10:00 and 10:30pm.

The facts indicate that we cannot rule this out.

Is that why Craig was reluctant to mention the flare drop or his possible connection to that event?

If he was responsible for the Flare drop, was he aware that he might become the scapegoat that would be blamed for the Flare drop?

If this is true, then could this be what Craig meant when he told the Government Official – that he was not in control of his aircraft? Because this is the only explanation that would seem to make any sense, because it's the only explanation that fits all the facts that we know so far.

So it would appear that the official "government," story that the Kryston Video shows flares being dropped by an A-10 would appear to be true.

However, the 10pm flare drop video cannot show the Maryland Air National Guard dropping flares, because the ANG squadron reported that their planes were on the ground at Luke AFB by 9:30pm therefore, this appears to be a clever ploy and misdirection by the government to distract people from the fact, that these A-10s from Maryland were on the ground and landed before the 10pm flare drop could have occurred.

Therefore the 10pm video is not showing the Maryland A-10 flare drop, but it could still be an A-10 – just not the Maryland A-10's. This makes perfect sense, because its true and its not true at the same time. If the government wanted to plan a distraction event, this would be a perfect cover story, without the main participants of the story even being involved. Is this why the visiting ANG was scheduled to leave on the morning of March 14, 1997, before anyone could ask any tough questions?

When Investigators went to ask the A-10 pilots from Maryland what happened, they did not ask about the times, they took off and landed, they just asked if they dropped any flares and of course the pilots said yes we did drop flares, but no one ever pinned them down on the exact time of the

dropping of those flares, they just accept that it must have been the Maryland Air National Guard A-10s that dropped the flares seen in the 10pm video, but there is no way that could have happened, time wise.

Also, if a squadron of A-10's had dropped their flares before landing, as was reported by the Maryland ANG pilots, then where are the other flare drops? A squadron of A-10s means there was more than one aircraft, but the 10pm video only shows one loan aircraft dropping flares, if there was a squadron dropping flares, shouldn't we see one aircraft dropping flares, followed immediately behind that one by another one dropping flares and so on in quick succession?

The thing that most people do not realize, is that the Maryland ANG was wheels down, according to their own flight records at no later than around 9:30pm or 9:45pm Local PHX time on March 13, 1997, at Luke Air Force base, therefore they could not have possibly been the same A-10's which dropped the flares seen in videos of 10pm to 10:30pm.

However, the visiting Maryland A-10 squadron was NOT the only possible source of A-10 activity in the area – because most A-10's in that area were not normally based at Luke Air Force base they were based out of Davis Monthan, just south west of Phoenix.

The ANG squadron that was at Luke Air Force base was only visiting from their home base in Maryland, and were conveniently sent home on March 14, 1997, when their training mission aptly named Operation Snowbird, was completed. So that is where the disconnect occurs.

Where was Craig Button Stationed for Training? Davis Monthan.

Where was Craig Buttons Trainer – Amy Lynn Svoboda Stationed? Davis Monthan.

You don't have to be a AFOSI special agent to figure out that it was entirely possible and now likely that Craig Buttons A-10 plane may have been involved in a completely separate night time training mission where his plane might have been remotely controlled, to fly a pre-programmed path, which would start in a certain GPS location, over the Goldwater range, near Phoenix, and then making a gentle ascending and banking right turn while dropping a series of LUU 2 – Magnesium Flares…at a much higher than normal altitude, so they could be seen by residents in the valley of Phoenix.

They had to be dropped at an unusually high altitude for them to be seen by residents across the valley, so they had to be dropped at a certain altitude to create the appearance of a Boomerang shape. Is this why Craig was "reticent," to explain the details of where and when he was "not in control of his aircraft?"

Was he all too aware that perhaps he would be blamed for the Flare drop, and made into a scapegoat for the UFO sightings, even though he was not even control of his aircraft?

Was he acutely aware that he might be setup as the fall guy for an operation that he had no control over? Craigs comments to the GO seemed to indicate a person who was not quite sure what he was getting into and was obviously concerned enough about what was going on to go

outside the normal "chain of command," which would normally dictate that Craig would go to his immediate superior officer, and since he was still in training, his immediate "superior," officer would likely be his trainer or whoever was in charge of training for his squadron.

So did Craig raise his concerns with anyone else at Davis Monthan? The normal chain of command would mean that Craig would bring his concerns to his immediate or next highest level of command. Since Craig was still in "training," it would be safe to assume that Craig would go to his "Trainer" first, who would be his next his level up the chain of command, before he expressed his concerns to anyone else.

This begs the question, what was the relationship if any between Captain Craig Button and Captain Amy Lynn Svoboda, who was also stationed at Davis Monthan base and was an A-10 Trainer. Are we to believe that the close knit community of trainers and pilots that were at DM for training didn't know each other?

How many A-10 Flight Instructors were stationed at DM in April, 1997?

More importantly was Amy Lynn Svoboda the Trainer for Craig Button? Who was the trainer that was flying alongside the two A-10s, when Craig allegedly "broke," formation on April 2, 1997 and was never seen alive again after that?

We know that Craig was desperate enough and concerned enough about the loss of control of his aircraft to go outside the normal chain of military command structure, which is a huge no-no and can end a person's career in the military to go outside of your commanding officer and seek outside help without notifying your immediate CO.

Such actions would be career ending. To be sure, this was an all or nothing kind of move, which indicates how desperate Craig was to get outside help. Therefore it would seem safe to assume that Craig must have already exhausted any internal military investigation options, but this would also mean that someone inside the military command structure of DM base, would likely know about what happened to Craig as well…

We would love to ask Amy Lynn Svoboda, but tragically she was killed on May 14, 1997, when her A-10 attack craft allegedly plunged into the ground in what the military called a "pilot error," which would be believable, if it were not for the fact that she was a decorated combat pilot, who was so well qualified that the Air Force made her into an elite trainer at the Premiere A-10 ground attack school.

Although Craigs plane went missing on April 2, 1997, it took the government nearly a month to locate the alleged crash site, and so Amy was killed just a few weeks after Craigs alleged crash site location was found on April 28, 1997, therefore the forensics investigation of Craigs A-10 had barely even begun, before Amy was killed.

If there was any scuttlebutt rumors or anyone that had information about these events, the sudden and unexplained deaths of not one – but two pilots from the same base, flying the same planes, would likely have been more than enough to keep anyone else that had any information about

these events from wanting to come forward - publicly at least.

Certainly the sudden disappearance and death of Craig Button and Amy Lynn Svoboda was not lost on the Government Official that Craig had called the night before he disappeared. It was enough to keep the government official from coming forward to the press and media until at least 2007, when this witness shared this story with me, so if these events had this effect on the civilian witnesses, we can only imagine what kind of a chilling effect these deaths would have had on anyone within the military command structure that might have been aware of anything unusual.

This begs the question then, if Craig Button was not "in control of his aircraft," does this mean that some group within the military or private contractors were clandestinely installing devices which could take control of an Aircraft remotely without the pilots knowledge?

After all - if Craigs A-10 was tampered with and successfully remotely controlled, then whoever did that would know how to do it with any A-10 – theoretically.

From a technical standpoint, all you would need to remotely control any "fly by wire," aircraft would be a software and hardware package and a custom made wiring harness, to connect the hardware and software unit into the main computer control unit, that would take over the input signals to the flight computer, to make the aircraft do what you wanted it to do, just as a pilot would. This would not be that difficult for people who were trained and familiar with the aircraft.

In fact, there was a program going on, which was a type of "TCAS," system, short for a Terrain Collision Avoidance System, which would automatically take control of the aircraft if the sensors detected that their trajectory would cause an impact with the ground or a mountain etc. If craig and Amys' planes were outfitted with this new technology, then you would not even need to change anything but the software to make the plane do something at a predetermined time or location. Or to disable the pilots inputs at a critical moment, causing it to crash.

Since there appeared to be no other "unusual," circumstances (if you ignore Craig Button disappearing from the same base) when Amy allegedly crashed her aircraft into the ground, no one thought to ask too many questions, as it was all too easily blamed on "pilot error."

But was it?

I have asked myself these same questions for years after my 2007 encounter with the GO…

What would I do if I was Craig Button and I was in that position?

First, assuming that I trusted my CO, I would report this to my Commanding Officer and ask them what to do, that's standard operating procedure. So the question is who was Craig Buttons Commanding officer and again, what was the relationship between Craig and Amy, if any?

Did they know each other professionally?

Were they friends?

Were they intimate friends?

For the record – I have not heard any stories that they were romantically involved, but it does not mean that they did not know each other, and perhaps trust each other enough to share information. Even if Amy was not Craigs immediate commanding officer, he might have went to her, outside of his immediate superior command, in case – perhaps he thought his command structure was a part of it?

I don't know, it's pure speculation on my part, but if was a budding FBI or AFOSI investigator or JAG lawyer - there is no statute of limitations on murder, let alone on the possible murder of two federal agents, as both Amy and Craig were officers of the federal government.

Captain Amy Lynn Svoboda was the first female combat pilot and an experienced pilot with a decorated history who flew combat missions in Desert Storm and other missions, she was one of the flight training instructors who was stationed at Davis Monthan with Craig Button, so it's a fair question to ask, and yet we cannot ask her of course because within a few short weeks after Craig Disappeared, Amy Lynn Svoboda was also killed in her A-10, on May 27, 1997, when she allegedly crashed her plane into the ground while using night visions goggles, which the Air Force, quickly attributed to "Pilot Error."

Knowing all these facts, does Amy's case look a little different now?

However, in light of what Craig Button told the GO, what if Craigs A-10 was not the only A-10 that was being tampered with and remotely controlled? So I began to think about the possibility that Amy might have also been killed by the same group of people, that took control of Craigs plane?

So this begs a further question, why would anyone want to clandestinely take control of these particular airplanes or any airplane for any reason?

In 1997 no one was thinking of using planes to crash into buildings, only because it had never been done before that. That was not the typical hijacking tactic, the usual tactic of hijackers is to take hostages and make demands not to kill themselves, and their valuable assets, the people they were hijacking.

At this point I circled back to the original news reports, of when Craig first disappeared, for although he broke formation on April 2, the alleged fragmentary human remains of Craig Button and his alleged plane wreckage, was not located and discovered for almost a month later.

That's a lot of time to plan and stage a "fake," crash site, with the fragmentary remains of a person – and if it's pulled off correctly, if you were bold enough and had enough resources, you could possibly pull it off, to make it look like Craig Button crashed on that Mountain in Colorado…

Some people who responded to my Academia.edu papers, suggested that the initial recovery effort by SAR groups, actually contradicted the official story, saying that the aircraft found on Gold Dust Peak, was not Craigs A-10 but another aircraft which had crashed many years earlier, and was being – perhaps purposefully mis-identified or mistaken for Craigs plane?

The initial news reports did not immediately identify the crash site on Gold Dust as being Craigs Aircraft, nor did they immediately identify the human remains as craigs, but they did nonetheless conclude this. One person who responded to the .edu post, suggested that the hand of Craig Button was found. If this is accurate and true, this may explain how the military was able to "positively" identify that at least the hand was from Craig Button.

So they must have had finger prints, from the hand, to use as positive ID, as DNA analysis was still in its infancy in 1997, and so that would explain how they were able to positively id his remains, so quickly, but my question would be, is that all that was found of substance?

Not to be macabre, but would it be that hard to have landed a plane with craig in it – probably incapacitated, from lack of oxygen or other gas that might have been in the cabin or oxygen bottle, etc, and they stole Craigs Plans and then left the hand and other A-10 parts scattered over a mountain side, dropped from helicopters or C-130s etc, ?

This sounds absurd, but the facts suggest that something like this might have happened.

When you look at the photo on page XXX – you can see a smoke pattern in the snow, but where is the impact site? Where is the crater, or hole or blast region where the aircraft would have crashed into the mountain?

Some of the SAR and rescue and recovery teams that were hired, seemed to belive that the plane had been hugging the mountains a valleys and was in a climb, trying to get over the mountain, and didn't make it – and the craft made an oblique impact – rolling up the mountain side, vs a more vertical crash or impact, they seemed to think that the craft struck the ground and then disintegrated as its mass and momentum carried it up the mountain side.

But if this is true, why is there a smoke pattern on the mountain and no visible debris?

Wouldn't the debris field and some stain be congruent with each other in the same layers?

Moreover, would a sliding ground strike create very uniform – perfect oval smoke pattern with zero indication of any ground strike or disturbance of the snow pack?

The more I looked at that photo – it was clear that the photo must have been taken before all the snow melted, and exposed the underlying crash and debris field…

Remember it took months for the recovery teams to reach and begin recovery operations.

Therefore, the smoke pattern is telling – because it's the first look we have at the alleged crash site, and the smoke pattern is not saying that a plane struck the ground at the same time as the

smoke pattern, its saying that something exploded in the air above the alleged crash site, but not on it, at least not within the time frame of the photo graph.

The blast pattern indicated by the smoke stain on the snow, look much more like an explosion went off above the mountain side, and the blast pattern or some pattern is in an oval shape, indicative of an air explosion, with no ground impact.

But why would anyone want to fake a crash site?

Again, we went back to the initial news reports which alleged that Craig might have stolen the plane to attack the Tim Mcvey trial, but that was dismissed as being without any real merit, because Craig never had any right wing or militia beliefs or connections.

However if someone wanted to steal an A-10 and use it as a weapon of terror then that would certainly be a terrorizing weapon, assuming you had a pilot that knew how to fly it and would go along with the mission. That makes the remote control requirement make more sense, as in order for the single seat A-10 to be used as a terrorist weapon, the pilot would have to be willing to die or be killed or captured, and I doubt any American mercenaries would volunteer for that clandestine assignment.

It would be quite an operation, but a small group of perhaps 5 or 10 people could pull it off…

For most people outside of the Special Forces or SOG (Special Operations Group – within the CIA or NSA) arena, this sounds like science fiction or James Bond, but I can assure you that this is well within the capability of a mercenary or black ops backed group with specialized knowledge and access to special weapons and intelligence and equipment. My father was in Delta Force, and in Signals Intelligence and there are super secret spy's knowns as Special Collection Elements, which are human intelligence officers operating in conjunction with the NSA and other DIA etc, elements to collect and eavesdrop on secure communications and other activities that are above top secret and largely outside the normal chains of command or government oversight and control.

Whether you call them Special Access Programs or Special Collection Elements within SAP's, there are so many levels of compartmentalized information, that it would be quite easy for a rogue element to be hired to do nefarious things for the right amount of money or other benefits.

But what on earth would make anyone want to steal an A-10 military attack plane with only 4 rather small dumb Bombs on it, with some depleted uranium rounds, within the continental United States and make it look like the pilot was crazy and killed himself and committed suicide?

This begs the question, what really happened to Craig Button and his A-10, if he didn't commit suicide, and he was murdered to cover something up, what was so important to keep secret, that it required the death of Craig Button?

Was it because Craig went outside the military chain of command and sought help from a

civilian and they needed to silence him before he could reveal whatever he knew?

Was he killed to cover up his involvement with the flare drop on March 13, 1997?

Was the push to label the events of March 13, 1997, the "Phoenix Lights," all geared towards discrediting the real UFO events, earlier in the night, by creating multiple layers of cover stories, involving visiting A-10s which would confuse and distract most of the public – and all but the most ardent investigators?

In 1997 the only conclusion I could come to – was the one I offered in 2007 at the Phoenix Lights Conference in which I talked about how I thought these two pilot deaths, (Amy and Craig) deaths might be related to the March 13, Flare Drop, but that was BEFORE the Government Official told me about what Craig told them.

Because there is one other important part to the conversation I had with the Government Official that seems to be important or else they would not have mentioned this, because it took me a little while to understand what was trying to be conveyed.

In 2007, the government official said something else to me, that I didn't quite understand at the time, but said, "did you know that at the time of Craigs Disappearance, the FBI had received reports and tips about a "terrorist," group that was trying to steal a plane?"

I said, no not really – not specifically related to this case?

I had probably heard about that at one point in the past, related to 911 investigations and I had indeed worked with the Norfolk Office of the FBI to help identify potential threats – which I will not discuss, for reasons of national security, however the GO said, "well, they were all over the place here…(meaning Arizona) but nothing was ever done to stop them or investigate any further, so what does that tell you?"

I replied, "well it sounds like they didn't *want* to find the terrorists or the plane," and the GO said, "Maybe?"

We cannot underscore the timing of all these events, and how it all unfolded.

Craigs Phone call with the GO was on the evening of April 1, 1997 (April Fools day) and the GO remarked that it took them a while to try to find an attorney that would even respond to their request to help Craig, as the first few people the GO called, thought it was an April fool's joke.

But this wasn't a joke, because within less than 24 hours after the "mysterious" phone calls were made, Craig was missing and presumed dead on April 2, 1997 even though it took another 18 days to locate the alleged crash site and many more days and weeks before any kind of recovery operations could begin, because they had to get a special high altitude SAR team up to the 12,000 ft peaks to investigate and retrieve any remains they could find so they could positively identify both the plane and any human remains.

So is it really any wonder why the AFOSI was so concerned about discovering who Craig Spoke to that evening on April 1, 1997, and what they were speaking about?

This leads me to believe that the AFOSI – lead investigators may not actually know what happened, and they may not know who Craig spoke to – or else why would they mention this part of the mystery in both CNN reports as well as the only documentary film made about these events, that was made by the Discovery Channel – *Armed and Missing*, which is strangely also Missing from the youtube and other archives on the internet.

Is it also just a "coincidence," that the same production company that did the first Phoenix Lights Documentary film, also did Armed and Missing? If the CIA or other groups wanted to control the narrative, what better way then to create a production company to handle and control the narrative, so that many of these important facts would be obscured and hidden from the public?

This seems implausible and yet in the summer of 1997, the CIA published stories admitting that they had manipulated news stories to cover up the existence of secret military air and spacecraft, which were being tested over American cities and skies.

The CIA is also famously pretended to be a production company making a movie in Iran, in order to rescue some of the hostages being held in 1979. The movie starring Ben Affleck, *Argo* was a production company that the CIA's created to be a dummy studio "Studio Six Productions" which was used as a cover story to sneak into Iran and rescue 6 diplomats that were being held captive in Iran. In order to rescue the six American diplomats who evaded capture during the seizure of the United States embassy in Tehran, Iran, on 4 November 1979, a small team of CIA technical specialists created a fake movie-production company in Hollywood and delivered disguises and documents that made it possible for the hidden diplomats to escape from Iran in 1980. So these capabilities are well within the capability of our military or special operations, CIA or other groups and this would not be hard for someone to pull off. Many people have come forward over the decades to say that the CIA has regularly employed news and other media people – national figures, to help make sure that certain stories never got told.

I know this is true, because during my investigation of the Phoenix Lights I was contacted by several people, one was a producer for a local TV station and told me that she was prevented from reporting about the UFO reports that came in, and she left the station, but wanted me to know that there was more to the stories than people have been told, which seemed to a be genuine recurring theme and sentiment which was conveyed to me by almost every key eyewitness to these events.

Now we know why Craig was so upset after his mysterious phone calls the night before he disappeared, because the GO said, that they were not able to help Craig. The attorney wanted nothing to do with the case, and so if this was Craigs last ditch effort to get some kind of outside help and this failed to happen, then this explains why his roommate reported that this series of phone calls back and forth resulted in Craig being visibly disturbed, upset or distraught…

The AFOSI focused on his relationship with an ex-girlfriend but by all accounts craig had moved on, and was not overly upset and did not seem to be romantically involved with anyone in

particular when he disappeared.

There was no evidence to suggest he was in a relationship with anyone else, male or female. He was not gay, as many first suggested, he was not a right wing nut, if anything he was a devout Christian, who believed that having sex before marriage was wrong and was abstaining from sex until he got married, which is the opposite of the typical fly boy who had a girl in every base.

Some reports said that he was suddenly and intensely interested in UFO's before he disappeared on April 2, 1997, but there was no indication of any specific time frame of when this intense interest began. One report said, that his ex-girlfriend took him to the bookstore and he bought every book he could find about UFO's, but again there is no way to confirm this, 25 years later, unless the people who reported these things are willing to come forward and tell their story.

Certainly the AFOSI must have uncovered some of these things during their investigation?

Unless the AFOSI or Freedom of Information act can get the AFOSI to release the records of the 200 people they interviewed, we may never know the full truth about what happened to Craig and Amy, but we can be fairly sure, that we are not being told everything that the AFOSI or government knows about these events. We are definitely not being given *Full Disclosure*.

Why would anyone want to take remote control of Craig Buttons aircraft and make it perform these maneuver's on the evening of March 13, 1997 - if not as a cover for the real UFO sightings which occurred earlier in the evening?

Why would anyone want to steal his plane and make it look like he crashed into a mountain?

Was there a clandestine operation to take remote control of his aircraft so that they could perform these maneuvers and then blame the pilot later? Or was there some other reason for the remote control operations, and Craig was just caught in the middle?

Makes sense if you think about it – if your trying to test something that has never been done before, and trying to do it clandestinely without raising anyone's curiosity or attention, then you would have to find pilots that are still in training, because they are less likely to question any changes or anything unusual, as they just don't have enough training or skills to know what is right and what is not – yet.

Is that why they choose Craig Button and his aircraft because he had a history of breaking formation and doing stupid shit already? Not enough to get him court martialed but enough to get him reprimanded for it. He would make a perfect patsy – but for what exactly?

Which led me back to the Stolen plane theories, that were so persistent, from the very beginning of when Craig disappeared, most of the initial news stories, were that he was trying to steal the plane, and the local authorities seemed to be working on this general thesis, that he indeed did steal the plane, as it appeared from reports of visual sightings, that he was in control of the aircraft and performing barrel rolls and even reports of him dropping bombs.

But none of these reports have ever been corroborated officially, they are just "reports," with no name or chain of custody that we can look up and test and verify, unless again these people came forward now.

So without any further evidence to go by, I started my investigation of the GO revelations, by going back to the beginning of the A-10 story and reading everything that ever happened, that was published, or printed on the internet, every video, every chat room, every reddit comment, basically anything and everything that I thought could be connected to the A-10 loss, I investigated. But no matter what avenue of thought or logic I took, I just kept coming back to the stolen plane theory. But why would craig want to steal his plane? It didn't make any sense?

But what if he wasn't trying to steal the plane? What if he was trying to meet someone, like a reporter or something at a place where he could land and tell his story?

If he talked to his Commanding Officer, and they could not help him, and he contacted a Government Official not in the military, and they could not help him, then what would you do?

If the military can't help you – and the elected officials in government cannot help you - then what is left but to reach out to the press and media and hope that publicizing your story may provide you some kind of protection from being killed, just as Bob Lazar did when he reached out to George Knapp – when he thought he was getting in over his head and felt the need to tell the public about what he saw and experienced at Area 51 and Groom Lake, and S4 Papoose Lake…

Maybe someone was listening and monitoring his phone calls?
Certainly, if some group had managed to alter his flight avionics systems, they surely would have been monitoring the pilots behavior and communications to see if they were catching on or about to reveal anything sensitive about the operation.

Was the main goal of this operation to blame the "Phoenix Lights," Flares on Craig Button, making him the fall guy and the scapegoat to explain all the events that occurred on March 13, 1997? If that was the goal, why didn't the AFOSI or anyone else make this claim and rightly blame Craig Button, whether he intentionally set off those flares on March 13, or not?

Yet this theory was never officially posited, even if we have uncovered facts that might lead us to believe that this is indeed a possibility, we have no other evidence to support this other than conjecture. We don't have access to Craigs Flight logs or Amys, but I am sure the AFOSI did.

What we do know is that the Maryland ANG was not the pilots who are responsible for the 1030pm Flare drop so if Craig and or Amy were not a part of that exercise, then

So we cannot rule out the possibility that one of the goals of this secret op was to use Craig Button as a sort of patsy if needed and blame the UFO sightings on him, and his documented penchant for going off reservation and off flight plan to make it look like this was just another gung ho pilot gone astray?

But if the sole purpose of this operation was to blame the UFO events on Craig Button they didn't make any attempt to do so, and the AFOSI certainly had every opportunity to do so and didn't.

Therefore, if there was some kind of nefarious plan to setup Craig for the Flare drops and make him the fall guy for these events the plan was not entirely successful because Craig was dead before the story even broke on the national level.

So this could not have been the *only* reason for purposefully getting rid of Craig, if he was in fact murdered. This can only be part of the reason why Craig called for help on April 1, 1997, but there must have been some other purpose or reason for his disappearance, for if Craig thought he was in imminent danger would he have gotten back into that cockpit? I don't think so.

Then I thought, well what if he was breaking formation so that he could land and meet with a member of media? After calling the Government Official did he then contact a member of media in a last ditch effort to meet at some civilian airport to tell his story, like Bob Lazar kind of did?

But if that was true, why go through the trouble of staging a fake crash site in the mountains?

The Military could easily spin this as a troubled pilot with depression issues etc, as they tried to come up with any explanation, they could to satisfy the medias inquiries. Although this is a distinct possibility, it would be hard to keep an eager reporter from publishing their stories, and yet I was contacted by a local TV producer from Phoenix area who said that there was a story, and there was more to the news about the UFO's etc, but couldn't really give me too much details for fear of losing their job.

Maybe he did fly somewhere voluntarily – maybe this was part of the whole plan, was to get him to fly to an airport voluntarily so it would like he wanted to steal the plane, as a possible cover story for these people who really wanted to steal the plane he was flying?

So before I got too far into the whole "stolen plane," theory, or the meeting a reporter theory, I first need to find out which airport he could have landed at, because his flight path seemed to be relatively well documented with only a few parts of his flight path, apparently not under radar, or not in a radar controlled area.

Whether the plane was remotely piloted or flown by Craig voluntarily to an airport or not – would depend greatly on a number of factors that would have to be in place in order for the stolen plane theory to work.

First of all in order to have stolen the plane, then they would have needed to have a dummy – decoy plane with out a transponder ready to fly the same pattern and flight path as craigs A-10.

That's not the hard part (fake a planes transponder signal), – because Craig did not have his transponder on. The transponder is what sends out a signal that tells other planes who you are. Without that the Radar can only tell that an object is flying at a particular speed and altitude and heading, it could not say what the object in the radar was specifically. At least not civilian radar.

Any plane could have been used to fake the radar return signal – that would have to continue on, after Craigs A-10 was landed at an airport. A fast two engine prop civilian plane could easily simulate the flight path and speed and altitude of an A-10 since the A-10 is relatively slow when compared to the cruise speed of an F-16 or F-18, etc.

So making a fake radar flight path look like an A-10 was flying, when it was not, is not that difficult to do – you would just have to have a dummy plane take off at the same time as Craigs Remotely controlled A-10 was being landed.

One takes off as one lands, and from a radar operator stand point it might look like a continuous radar return, so with that in mind, I set about to see if could find a suitable airport where Craigs A-10 could have landed, unnoticed.

This seems like an easy thing to do – but in reality it was like looking for a needle in a haystack.

This is where my Civil Air patrol training and search and rescue experience came in handy, because I was already familiar with Airport search and rescue operations and how planes worked, and flew flight paths etc, and if someone was trying to steal an A-10 Military attack craft, you couldn't just land that at any old airport, without raising a lot of questions, you would have to land an A-10 at what is called an uncontrolled airstrip, or airport that did not have an active control tower.

Since it would be impossible to land at a controlled airport without the tower knowing about it, you would need something like a field, or a long enough runway at an uncontrolled airport that could support the weight of a A-10, and there are places like this - they are called "Airparks."

In some areas they are basically just houses which are connected to runways and instead of having just cars and driveways, they have tarmacs, or dirt roads that connect to landing and take off strips which are often in rural and sparely populated areas, with little or no other air traffic. These airparks, typically have no landing lights or terminal control towers to check in with before you want to land or take off, they are what is called an "uncontrolled," airspace.

So with those restrictions in place I began to reconstruct the flight path of Craigs Final flight, as best I could using the maps of his flight path, that are known and publicly accessible and published online.

I was also able to correlate the flight paths published by the Air Force, and match them to points on Google Earth and began plotting the flight path on Google Earth so that I could then follow the flight path and begin looking for that needle in the haystack.

After all – in order for the stolen plane theory to work, I had to find:

1. An airpark that was directly along the flight path.
2. A runway at this same airpark, that was parallel to the flight path of Craigs flight path.
3. This airpark would be in an area that was just outside of terminal controlled airspace.

If any one of these things were not perfectly in line, then there was little hope that the stolen plane theory was even plausible as you would need a place to land and hide the A-10 and this would require everything which was just mentioned. If anyone of these elements was not in place, then the military or authorities would have become suspicious of the change in direction or slowing down for a landing or change in altitude, speed, heading or direction of travel.

That's why the exchange of dummy and real aircraft would have to have occurred at uncontrolled air park that was not in the range of any local terminal controlled airspace and radar which would be able to see the change in altitude and or direction.

This makes sense when you look at the government reconstruction of Craigs alleged flight path, because the flight path was marked with lines denoting areas where Craigs flight path was documented by radar returns, visual sightings and areas where his flight path was assumed to be, but not tracked or just out of range of radar.

Therefore in order for any group to steal craigs A-10, they would have to land craigs stolen plane in an airpark that was outside the range of the local controlled airports, otherwise the authorities might be able to detect the changes in air speed and altitude and that would easily have brought them to the one and only place along craigs flight path where he could have landed…

Much to my incredible surprise, there was such an airpark, it was uncontrolled, and it was just being built in the spring of 1997, and barely had the tarmac installed, with just a few houses being constructed.

We know this because the Google Earth images from that date and time in 1997 clearly show the airpark being built with just a few homes on it in early 1997, so anyone can see this.

This airpark just so happens to also be just outside of the range of PHX as well as nearby Albuquerque Airport.

The name of this airpark is Mogollon and you can find it on any modern airmap or google earth.

As I followed the flight path of Craigs plane, as given by the air force, it was clear that Mogollon Airpark was the only suitable place where a plane like an A-10 could have landed, undetected and unnoticed, where there were few if any people to question why an A-10 might be landing.

No other area along his flight path was suitable, and Mogollon was not only perfectly located for a plane exchange to happen, but as I covered the flight path and overlaid it on the Google Earth image, I was even more astonished to find that the flight path of Craigs plane was in perfect sync and alignment and parallel to and just above the main runway of Mogollon airpark.

I was blown away, I expected to find nothing, but what I found was that my hypothesis was entirely possible with a perfect landing runway running directly along Craigs Flight path, and along his assumed pathway where there was no radar coverage as well.

Mogollon airpark was not just a close fit, it was a perfect fit for a clandestine operation to land a plane remotely while taking off with another one, to make it look like there was one continuous flight path. So if someone wanted to remotely control Craigs plane, so that they could steal it, or if needed to crash it, then it's possible – they could have done it – it was a possibility that could not be ruled out.

So then, is this the real reason behind the remote control of Craigs plane? So that a clandestine group could steal it for some nefarious purpose? Then I thought back to the Government Official mentioning the terrorists were "all over the place," looking for a plane to steal, but no one ever confirmed if those reports were about the alleged Islamic terrorists or the possible mercenaries that would be needed to pull off an operation like this…

It's an incredible revelation, but it is also the one that seems to fit all the data.

You see it had always bothered me that there was apparently no seismic events that were recorded on April 2, 1997, and this is important because if Craig had indeed crashed into Gold Dust Peak on that day, there would have been a corresponding seismic event, at the assumed time of the crash, the plane could only stay in the air for so long, and according to the Boulder Geological Survey that monitored seismic events, there was no event that would indicate that something as large as a plane crashing into a mountain would fail to register on their highly sensitive equipment…
Then there was the governments – the Air Forces report of an "infrared," event, at or near the location where craigs alleged crash site was later found, so how is there an "infrared," event that indicated a "heat," flash, without there being a corresponding seismic impact?

The military would not necessarily be equipped to detect or record seismic events in the area, and certainly would not be looking for that.

But that brings us back to that strange oval smoke pattern on the side of the mountain where craigs A-10 allegedly crashed, but where is the impact point? There was none apparently.

So that made me think, what if there was an air explosion, or the aircraft exploded in the air, and that is why there is only an smoke pattern indicating an airburst of some kind?

That would explain why there was no seismic event and only an infrared event - if there was an explosion in the sky above the alleged crash site, then that explains the lack of seismic activity, and also explains how the plane could have been disintegrated into little pieces, and also why the explosion and smoke pattern was practically pristine and without any evidence of large pieces of the aircraft in the snow at that time.

Then we must ask if one of the people who reported that the SAR crews were saying initially that the plane found was not Craigs, plane, what if that was true, and then other people came in and changed the narrative?

Remember outside civilian contractors were used to recover the majority of the wreckage that was found, and they may not have been trained in this type of work, or how to identify an A-10.

From the photographs that I have seen, it seems hard to believe that the plane could have been disintegrated to such an extent, and scattered over such large area, if it collided with the mountain, even at an oblique angle.

However a disintegrated airplane could have been possible if the aircraft was blown up by an air to air or an air to ground missile that might have been launched by a chase aircraft, however some people who have reported to be involved directly with the SAR, said that there were no "ready," fighters close enough that could have shot down Craig, even if they were close enough, they said that the local bases did not carry air to air weapons, because they were ground attack bases outfitted with AGM bombs.

So given all these circumstances, we really have to question if the aircraft that was found on the mountain, was in fact craigs A-10 or some other debris from another aircraft that might have been exploded or whose parts were simply dropped out the back of a C-130, in order to make it look like the plane crashed?

If there was no seismic event and there was an infrared event, then how can we be certain that Craig actually crashed into the mountain, or if the debris was already there and they just exploded a bomb above it to set off the infrared satellite, so it looked like there was a crash at that location? How else can the lack of seismic events be explained?
Then of course there is the reported sounds of impacts when Craig allegedly dropped his 500 lbs dumb bombs, as he did barrel rolls, and popped in and out of clouds, according to some witness reports. Since his 4 bombs were never recovered and never found, this means that they obviously had to have been dropped prior to his crashing into the mountain, but if that is true, where are the seismic impact events indicating that 4 x 500lbs Bombs had struck the ground or the mountain.

The AFOSI apparently said they searched every body of water along the flight path, looking for the bombs, assuming they must have made a water impact, which would explain the lack of seismic event, if the water absorbed the impact, however – there were few lakes or areas where this was possible and the Air force never found the 4 bombs, which only adds to this great mystery…

Where are the 4 bombs? Why aren't there any seismic events, at least 5 should have registered, 4 for the bombs impacting the ground and 1 for the impact of the plane, but there were no events that day that would indicate anything like that had occurred. So again, this begs the question, was the recovered parts from Gold Dust peak actually the remains of Craigs Plane or some other previous crash that occurred decades earlier and just went more or less unrecorded or forgotten?

Some people said that this was in fact what had happened, the aircraft recovered was not Craigs A-10, - it might have been a prototype A-10 that crashed decades earlier some even speculated. If that is true some aviation buff should be able to look that up and find some evidence of that.

However, if Craigs Plane was stolen and remote controlled and landed at Mogollon airpark, it could easily be hidden in one of the empty lots where houses were being built and then fly out later when no one was really looking for it…

That would leave plenty of time for Craigs body to be recovered, assuming he would have been incapacitated before his plane was landed, and his ejection seat was disabled, he would be a prisoner in the plane, until it landed, even then he would have to be helped out with a ladder etc, so assuming that his plane had been remotely controlled, and landed, then getting his body out and onto the mountain to be found 18 days later would not be that difficult again all this could be done by overflight airdrops onto the mountain, while SAR crews were stood down.

"Holy Shit," – I said to myself…no way - this can't be right…?

Not only was there an "airpark" that was along the flight path, it was still under construction and brand new in 1997, there was only 3 houses which were built on the property – the rest of the homes were not built yet in 1997, thereby making it basically all but deserted in 1997.

But that was not the only thing that mattered, for the alignment of the runway was important too, because if the runway was not aligned really well with the flight path, then the plane would have to divert its flight path to make a landing at an oblique angle to its original flight path.

Such an abrupt change in flight path to make an oblique landing on a runway might be detected by radar or infrared, as a diversion to an air port or landing…so that would not work.

In order for the stolen plane theory to work, the airport had to be uncontrolled, all but abandoned, hard enough for a A-10 Jet to land on it, and long enough for it to stop before running out of airstrip.

Then most importantly it would have to be aligned basically perfectly – to the flight path of the A-10, so that when the decoy plane was taking off with their transponder off, the Real A-10 would be landing and from a radar point of view, it would look like the same aircraft, the radar might not even detect that a plane had landed and one took off, to the radar operator it would look like one continuous path of flight and since it was an uncontrolled airport, there is no tower or controller that a radar operator at ABQ – Albuquerque or Phoenix could consult with if they had any questions about this planes flight path etc.

So in order to steal the A-10 you would need all those factors to be in place.

1. An uncontrolled airport or air park that had a runway long enough and strong enough to land an A-10 and then take off later if needed - later.

2. The Air park had to be relatively deserted or unused so that no one would be suspicious of an A-10 landing there unannounced.

3. The landing/take off runway would have to be nearly perfectly aligned with the angle of the flight path so that their radar signatures would appear continuous.

If the Landing field it too short, it won't work.
If the Airport has more than a few bystanders, it won't work.

If the Airport has a Terminal or other control tower, it won't work.
If the Landing field is not in perfect alignment, it won't work.

So with these pretty strict parameters, I followed the published flight path of Craigs A-10, and followed it, from the last Visual Sighting reported in Young, Arizona, all the way to Colorado, and there was only possible place that a place could land.

I was actually taken back, because I really had very little expectation that I would find a perfect match, but I did. Not only was it a perfect match, but it was in perfect alignment with the flight path, of Craigs A-10, and it was just being built in 1997, and we have google earth images to prove it…

What if Craig was tricked into going to Mogollon thinking he was going to meet a reporter or something, and he went willingly because he thought he was being setup the whole time and he figured going directly to the press might be his only play?

And was he killed shortly after he landed, thinking he was meeting a reporter to tell his story, - perhaps the same story that he told the government official the day before?

We just don't know?

The alleged wreckage of Craigs A-10 was just starting to be collected and recovered from the Mountains in Colorado – when Amy Lynn Svoboda was Killed on May 27, 1997 in her A-10 – in a crash attributed to "pilot error," but if Craigs plane was taken over remotely how do we know that Amy's Plane was not taken over as well and ran into the ground…

How do we know that Amy Lynn Svoboda wasn't just another casualty in this low intensity conflict to cover up the truth of what happened on March 13, 1997?

Or to cover up what Craig Button might have told her about his aircraft being remotely controlled?

Again, we just don't know.

If you were the GO who Craig Called and you watched all these things unfold in front of you and on national news, would you come forward and risk being killed like Craig and Amy - ?

Everyone that seemed to have any direct connection to Craig Button – of any significance to the

A-10 questions - was dead.

This may answer a question most witnesses asked, which was why it took the US national media almost 3 months to publish or talk about the UFO sightings in Phoenix on March 13, 1997…

After all – are we to believe that there was no coordinated effort to stop the UFO story, until June, 1997 – when all the people who could refute the – Maryland A-10 Flare drop explanation were dead?

Craig was killed – we assume on April 2, 1997 and Amy on May 27, 1997, and the first Phoenix Lights stories all magically broke within 2 weeks of Amy's death all in the 2nd week of June 1997 – all at once?

Remember that TV producer that confided in me that there was an effort to stop stories – plural?

Was that the time they needed to get the story straight?

It was only in June and July 1997 – when the "cover" story that it was just Flares dropped from visiting A-10s was put forward. It makes sense, anyone who knew anything about this – like GO – would see how it ended for other people who knew, and this is what terrorism is…
This is how Terrorism works, it creates a sense of fear so overwhelming that the victim is paralyzed in fear. Terrorism is psychological warfare.

So this brings us to motive, why would anyone want to kill Craig or Amy ?

The motive is simple, to cover up the program which took control of their aircraft and by proxy, to cover up the purpose of the program, which was to create a flight pattern, that would mimic a huge boomerang shaped UFO – matching some of the reports of the Phoenix Lights…?

But what if there was an even more sinister motive for these actions?

What if we are just witnessing the tip of the iceberg?

Prior to the terrorist acts of 911 which occurred in America, no one would have ever thought to ask – why would anyone want to take control of an military aircraft or any other aircraft?

Today, its not only clear why someone would want to steal a plane, it's a major concern for every air defense organization in the world. So while the imagination of most people in 1997 did not go as far as thinking someone would go to such lengths to steal a plane, we know that the FBI had received many reports in 1997 about "terrorists," who were trying to steal a plane…

But what did Able Danger do?

Many of the initial reports about Craig Buttons Lost A-10 speculated that it was stolen, either by himself or in coordination with right wing militia. The AFOSI allegedly ruled out these connections, but what if they were right?

What if a highly organized, well financed group of professional mercenaries with the help of sympathetic people within the CIA and other intelligence groups, were allowed to create their own clandestine program to both take control over fly by wire Aircraft, like an A-10 or an 737 in order to use it as a terrorist attack weapon?

What if the real reason for the "remote control," of Craig Buttons A-10 was not just to have it fly a Flare drop that looked like a UFO – but to also – when necessary – take control of the craft and fly it to a remote location to steal it – and then crash another plane, to make it look like Craig button lost his mind and crashed into the side of a mountain and committed suicide.

This is actually quite brilliant, because it would provide a cover story to make Craig look less than credible, and mentally disturbed, that way in case any people came forward with stories, about what was really going on – it could be dismissed as the rantings of a unhinged pilot – who was really distraught over a lost love affair.

The whole entire AFOSI summary of Craig's alleged suicide boils down to him buying a VHS copy of Bridges over Madison County – so it must mean he was suicidal…

Again that makes no sense, - if you buying a copy of movie – you expect to be alive to watch it – why else would you buy a movie – unless you planned to watch it with someone you loved?

I mean what is the thought process here?

If you were planning to kill yourself tomorrow – do you buy a movie today, without even watching it? It just doesn't make any sense to do that if your planning to kill yourself. Why not rent it and save a few bucks? If you bought a VHS movie back in those days – you planned to watch that video – at some point in the future.

So again, the AFOSI report and summary of what happened to Craig Button, doesn't make any sense. The suicide hypothesis has no legs, not without a motive for it.

Especially when viewed in relation to what the GO reported.

So now that we have shot holes in the government theories and explanations for the Phoenix Lights Flare Drop – Tied it to Craig Button's missing A-10 and realized that Amy Lynn Svoboda death could also all be connected to each other – now we can begin to look deeper into these events and try to shoot it down.

Whenever a crime has been committed, sometimes you cannot directly know who did it – but you can figure out who the suspects are…

If you cannot find suspects, to match to the crime, then you look for any facts that would destroy your premise or suspicions, so that you can basically rule things out.

For instance if the "stolen," plane theory of someone – even Craig himself stealing the A-10

could be true, then you would have to resolve several things in order for that to even be considered as a possibility.

So your first task as an investigator is to try to replicate the crime and all its details, so that by recreating the events, that happened or were reported that day – so we can get a clearer picture of what really might have happened.

So if anyone is going to steal and remotely pilot and fly by wire a commercial or military plane, the first thing that would be required is to replace the existing wiring harnesses in the plane you want to control, so that the fly by wire commands can be diverted via software and hardware, that will allow you to remotely take control of the fly by wire inputs, simulate the inputs of the joystick and other controls, and basically fly the plane remotely.

So the wiring harnesses would need to be changed out, and a software and hardware package would need to be invented and tuned, and kinks worked out – to make it workable. You might have accidents, along the way – especially if this was meant to be a clandestine program to take control without the pilots awareness or ability to stop the remote commands and inputs.

This expose of Military Crashes clearly shows a pattern of civilian "A-10," training accidents that seems to be above average, and was so above average, that the Military suspended air operations twice between 1996 and 1997.

So assuming you worked out how to take clandestine remote control of an aircraft like an A-10 – which is exactly what Craig Button Reported to the Government Official on April 1, 1997, then the next thing a criminal group would need to do is find a place to land the plane if your intent is to steal the A-10 – then you have to recover the plane and – presumably Craig Button, inside the cockpit, so you can plant his body or body parts in the crash site.

Which brings us to the other major problem if your goal is to steal an A-10, then you have to present enough evidence for the authorities to believe that whatever they have recovered is indeed the A-10 that Craig was flying when he broke formation on April 2, 1997.

Therefore, you would need a "patsy," plane, you would need to be able to plant a fake plane crash, to make it look like Craig Crashed his plane into the side of a mountain – so high up that it would keep any local people or curiosity seekers from reaching the site, and so difficult to reach that you could control the crash site – as well as investigations into it.

Therefore, staging a crash site in the 12,300 ft mountains of Colorado begins to make more sense…

There are few places in the continental united states that are so inaccessible and so remote, so few places that are higher in altitude on the continent and inaccessible…

But before you got to staging a fake crash site, you would have to fool the radar and other observers, who would no doubt be looking for an lost A-10 that may have lost control over its self, perhaps with an incapacitated pilot – but the reports clearly indicate that the A-10 which

was reported on April 2, 1997 – last seen on radar and visual sighting was in Young, Arizona.

Because if you wanted to steal a plane, that would be a great way to do it – with a remote control program, but you still need to get away with it…you still need to land it somewhere where no one will question what is going on. Where no one will see it land or so few people will be present that it will not arouse suspicion.

But even more than that you would need to land your plane in what is called – "uncontrolled airspace", meaning the airport or runway was not controlled by a tower, or airport control center, in other words you did not have to call in to get "clearance" to land, you could just land and no one would be monitoring your coming and going.

So when I began thinking about what would be needed – to steal the plane, it was clear that the requirements became narrower and narrower the more I considered what was needed, the narrower my search would become.

In order to fool the radar and other tracking into thinking that Craig Buttons Plane was the one that crashed into the mountain – you would need to have:

1. Wiring harness and hardware and software.
2. An uncontrolled Airport or Air park with a long enough runway to land an A-10.
3. The Air park must be on the pathway reported by radar and other tracking.
4. The transponder on the A-10 would have to be deactivated.
5. The ELT – Emergency Location Transmitter would have to be disabled.
6. The Pilot would have to be disabled or killed in the cockpit to prevent ejection or disabling the craft before it landed and could be retrieved.
7. The ejection seat needed to be disabled.
8. A fake plane that could be planted on the mountain.
9. A ready made crash site that could be controlled and so inaccessible that it would be impossible for normal media and investigative people to get to. Preferably the crash site would be on government property like a national park.

If any one of these events 1-9 could be proven impossible or false, if any of these things are not true, then the hypothesis of the stolen plane theory falls apart, but when you study everything that we think we know about the Craig Button alleged crash site, - we see in fact that all the known facts point to a cover up at the very least, and in a worst case, a conspiracy by some criminal element to steal a plane, murder at least 2 federal officers and pilots, (Captain Craig Button and Amy Lynn Svoboda) and then use the stolen plane to help commit other crimes.

In this scenario – the murder of Craig Button was a direct consequence of his breaking the code of silence and contacting the Government Official or perhaps he reported up his chain of command and confided in Amy Lynn Svoboda, or another trainer at the base, whom he trusted.

Taking control of Craigs plane allowed them to steal the plane, kill Craig Button, - and even have a ready-made scape goat, should the visiting Maryland A-10 Squadron dropping flare explanation should fall apart, they would have a ready-made excuse, a patsy, that they could

make into almost anything they wanted…

I can see them even blaming the 10pm flare drop on Craig Button and say that his zeal for dropping flares etc, was what caused the 10 pm flares to look like a UFO, just by chance…

Then after realizing he was going to get in trouble for it – rather than face the consequences, he broke formation and killed himself. I could believe that - !!!

That's actually a plausible excuse that work very well – so why didn't they use that to explain, what likely really happened? Which was that it was Craigs A-10 that dropped the flares in that pattern at 10 pm ?

Again, it's an important question – and the reason why they didn't link Craig to the Flare drop was because they didn't want to link Craigs Flare drop, and didn't want people to know that it was flares in the 10pm video. In other words, they wanted people to think that all the events were alien in nature, - so the next question is - why?

To divert attention away from the money we are spending on these black projects, so that nothing is investigated further?

What was the government secrecy program really doing at this time?

Although I have no direct proof, I believe we – meaning our USA military – sent up our own low observable craft – and surveillance craft, which were launched from Area 51 or some other areas of Nevada, to engage in and monitor a visiting alien intrusion of vehicles, which apparently arrived here, in February 28, 1997, and which may have been linked to the intrusion of other aliens, which may have been traveling along with the comet, Hale Bopp – when it reached its perigee and closest approaches to earth, was the peak times of the UFO incursions in north America and around the world.

So the very earliest UFO boomerang shaped craft, on March 13, 1997 were probably the real Alien UFO's, from about 8pm til about 9pm, and then from 9pm to 10pm we sent up our super secret low observable craft, both antigravity tactical and other balloon type craft – which used conventional means to put a huge sensor package into the sky with a very low observable signature, to both radar, heat signature and especially from humans on the ground looking up –

However we cannot rule out a psychological operation, to see how our own military and civilian populations would react to Anti gravity super secret craft?

We just don't know, and how could we know. As Arthur C Clarke once said, any significantly advanced technology would just seem like magic to us.

Then there was the conventional flare drop, at 10pm by Craig Button, the purpose to fool both internal military and all others not in on the operation to make them believe that there was no aliens, and it was just made up flares to explain them.

My experience was NOT unique, it was not an isolated event, but was part of a much larger group of activities, that began in 1996 and only peaked in 1997 – ending somewhat abruptly on March 14, 1997, indicating there could be a reason behind some of these UFO events, that can be tied directly back to activities of our own Top Secret – Compartmentalized Projects otherwise known in the pentagon as Special Access Programs.

My gut feeling is as I said before, that our planet was visited, some might say invaded, by at least one and perhaps several ET species, on or about the spring of 1997, but again, we don't know for sure.

The only other possible suicide motive I can think of, the 10th man outlier, is that if Craig was not in control of his aircraft, then perhaps he killed himself, and committed suicide, not in an act of desperation, but in an act of self immolation, - perhaps he thought that by killing himself, it would have brought attention and an investigation into his death, and then people would know what happened…?

In some of the early reports of the recovery it was mentioned that "papers" were on the mountain, but what papers? Did they mean Maps?

Pilots will often have little books or straps that hold flight data on their legs, but something like "loose" papers, etc, would have no real place in a fighter cockpit, so what were these "papers" referred to? Was this part of Craigs plan to release a written statement? To land somewhere and meet a reporter, perhaps at Mogollon, and he realized something was wrong and he went on ?

We just don't know…

It is strange that of all the parts that the recovery team found, on gold dust peak, they happened to feature a "wiring" harness, that was later identified as coming from Craigs A-10, somehow.

That is rather interesting because if you wanted to steal his A-10 that was one of the requirements, to control his plane remotely, was that you had to change out a wiring harness, so if the people who stole or remotely controlled craigs A-10 to make it crash into a mountain, to silence Craig, just dropped that wiring harness at the crash site, sometime before the crash, or after, then that could be used to ID the other parts, even if the other parts were from another crash or plane entirely.

It would be like taking the VIN plate off one car and putting in another car that is demolished to make it look like the destroyed car was the other VIN number car…

What if this was a terrorist act?

What if some of these events had nothing to do with UFO's and more to do with stealing the A-10 so no one would notice it was gone and think it was crashed into a mountain?

What if the FBI reports of "terrorists," trying to steal a plane in 1997 and the GO mentioning this were accurate?

This would explain the flurry of activity and exercises that began, in 1998 and continued until 911, simulating a plane crashing into things.

Many of us have assumed that 911 was a false flag event, but what if it wasn't what we thought it was?

What if a another sophisticated, well-funded, experienced foreign country somehow infiltrated our national infrastructure so well, that they were able to instigate these events, and make it look like it was a false flag event to get America into a war?

We have always assumed 911 was a false flag event, but you cant get every level of government to cooperate with you, there are always defectors, in a cover up or conspiracy, and the vast majority of people in our intelligence etc, are good people, so I don't buy into the whole vast overwhelming deep state conspiracies, without hard proof.

There are only a handful of organizations – around the world, that could be capable of such operations.

1. Domestic American Terrorist with military training
2. Russian - ex KBG etc.
3. British - MI6 etc.
4. Israel – Mossad

We cannot rule out the possibility that a highly motivated adversary, or country that would benefit immensely from the conflicts that 911 would incite, conducted clandestine operations withing the United States, to steal planes and remote control them and crash them – perhaps even perfecting their craft on 911.

The resulting fracture and division in our country, the economic depression that followed, and the rise and fall of the military industrial complex, all came and went, on the heels of 911.

Trillions of dollars flowed out of American Taxpayers pockets into the pentagon and by all accounts at least a Trillion of the 3 trillion spent so far, appears to be unaccounted for.

The day before 911, Rumsfeld said that 2.3 Trillion was "unaccounted," for, and then the next day, the offices where the records of those transactions were kept were destroyed in a terrorist attack?

How many investigations were being conducted by the New York Office of WTC7 building where the CIA, NSA, SEC and FBI and FEMA offices of NY, were located, when the building they were in was imploded, even though no plane ever struck this building?

We don't know, because any of those records and evidence was destroyed when WTC7 was destroyed, apparently by the owner of the building!!!

But Firefighters don't have the ability to "pull" a building, so what did developer Larry Silverstein mean, when he said he instructed the firemen to "pull" the building?

A man whose purchase of the world trade center towers and WTC7 was done only a few weeks before 911, and which only the buildings he owned were destroyed, and which his insurance company paid him over 9 billion for his, "loss."

Not bad for a few weeks of investment in buildings that terrorists, (allegedly) demolished for you. So the real question we need to ask about 911 is who benefited?

QUI BONO – is Latin for Who Profits?

When a roman senator or other important person was killed or some action taken, the question that needs to be asked, is always – Who Profits?

On the heels of 911, any investigation into Donald Rumsfeld pentagon revelations went largely ignored by congress and legislators, who were distracted by the events of 911, and were not in a position to question expenditures, when we thought we were under attack from many sources…

And yet even the Anthrax scare – with letters sent to senators, was traced back to an Army Lab, in the United States, and blamed on a man – who was later found dead, by suicide of course?

Oil and Gas companies, in USA and abroad made fortunes, selling oil and gas, and the 2.3 Trillion that was likely spent on black budgets special access programs, building low observable stealth and what we laymen call anti-gravity craft, continue to remain obscured in darkness and shadows.

The PNAC was written and published in summer of 1997, so we know that there as least an understanding of what needed to happen, a pearl harbor type event, which they could use to justify the vast expenditures on the "wars," to follow 911.

So we will likely never know the full truth, or extent of the alien reverse engineering, or the money spent on super-secret programs, but we should demand some kind of oversight and transparency, at least in terms of what the American people are paying for – and what are we getting in return?

Now we can appreciate why William Cohen, then secretary of defense in 1997, remarked that the mystery of what really happened to Captain Craig Button (and I would argue, Amy Lyn Svoboda as well) was akin to a "Mystery, wrapped in a riddle, inside an enigma."

25 years after these events, we know far more than we did before, but even with the Government Official revelations about the content of the phone call he made the night before he disappeared, what do we really know? What can we prove? What can we disprove?

Finding even one of the 4 missing 500 lbs bombs, would mean that we might be able to connect the bomb back to craigs plane, but without any evidence and no seismic events, that day, how

can we be certain that craigs plane or his bombs – are actually the same ones found on the mountain?

The people who alleged that the SAR crews said it was not Craigs plane but an older one, from a previous crash, have not been vetted or looked into – so I don't know – but from a 3rd party science point of view, we would expect to see at least one event when the plane struck the mountain, but there appears to be none?

If his plane exploded in the air – this could explain no seismic wave activity, but then that just raised more questions…

No matter how you look at this case, from whatever angle you want to look at it – you can see whatever you want to see…

If Craig really did consciously break formation and decide to commit suicide, it's doubtful it was because he was distraught over a love affair.

If he did commit suicide, it would have to be directly related to the bad news he received from the Government Official and Attorney, on the evening of April 1, 1997.

Either we accept that this information upset him so much that he decided killing himself would be better than being made a scapegoat for something which he had no control over…

Or we accept that it's possible that some terrorist and or criminal group – perhaps state sponsored, could have committed one of the greatest acts of deception in the annals of warfare and deception.

We will probably never know the full truth – 25 years later, we still have more questions, than answers, but it is not the job of an awakened and conscious electorate to know or be able to figure out all the details, sometimes it is enough just to know that something is wrong.

We owe to Craig and Amy and all the other Aviators whose lives have been lost, and whose loss seems to be tied to UFO activity or the cover up of same – somehow.

We owe it to the aviators of Troubleshooter 615 who were lost on March 13, 1997 to know what really happened, off the coast of Virginia.

We owe it to the aviators of Fighting Tiger 524…

We owe it to the thousands of families who lost loved ones in the wars after 911.

We need to demand transparency at all levels of government.

We need to have checks and balances, to prevent the abuse of power.

We need people to stand up – speak out and share what they know, so that these things do not

remain in the darkness any longer.

Serviendo In Posterum Tuemur – Non Sans Droict.