

**RETRIEVALS OF THE THIRD KIND -**  
**A Case Study of Alleged UFOs and Occupants in Military Custody**

© by Leonard H. Stringfield  
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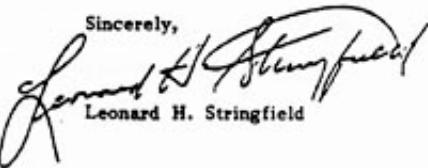
**NOTE CONCERNING COPY CHANGES IN "RETRIEVALS OF THE THIRD KIND"**

For the record, the following ABSTRACTS 1, 10, 12, 17, contained in the original manuscript, dated April 5, 1978 (published in the MUFON PROCEEDINGS) were removed from the papers which were presented verbally at the MUFON Symposium, Dayton, Ohio, July 29, 1978.

The papers presented in Dayton, July 29, 1978 were revised July 20, 1978. In the revised edition, the following ABSTRACTS were added, 18 through 22. Also note copy changes in the Introductory and Summary comments in the revised edition.

The MUFON PROCEEDINGS is the official publication of the Mutual UFO Network. It is published prior to the schedule date of the Symposium which is held annually in a different major city. The text of the paper delivered by each speaker must be submitted in advance of the meeting. In my case, new important data were received which required a revision of my original text. The attached copy of "Retrievals of The Third Kind" contains these changes.

The reason for removal of the aforementioned ABSTRACTS, vary. In some instances, the sources, providing the alleged information were vague and untraceable. Other ABSTRACTS provided insufficient data compared to new data received from more reliable firsthand sources.

Sincerely,  
  
Leonard H. Stringfield

"Since the advent of the UFO, dating back to World War II when there was official recognition of the 'foo fighter,' one hard fact stands out: the world public at large still disbelievers in its existence. Another fact: most of our world's scientific community does not believe in UFOs either, although a small number of its Fellowship today will admit their puzzlement and sometimes curiosity over the persistence of UFO reports.

For those of us dedicated to serious UFO research, working in all professional levels, there is no doubt that a real interloper from somewhere exists! Knowing this is frustrating. In 31 years of prodigious effort, our research has failed to discover, or uncover, the real UFO's nature, its origin or intent - and I hasten to add, to force open the door of alleged official secrecy behind which might be concealed the hard evidence; or if you will, the extraordinary and sobering proof we have all sought.

Today, considering the long, evasive history of the UFO and an equally evasive official posture, our research stands at a critical crossroad. Here we find a two-way split off, a growing and sharpening divergence of opinion about the nature and

origin of the UFO.

One view entertains the notion that the UFO is a paraphysical or psychical visitant from another realm or of another dimension and that all the paranormal evidence reportedly associated with the UFO precludes a simple 'nuts and bolts' physical explanation. This hypothesis, in the view of some researchers, rules out the interplanetary 'nuts and bolts' spaceship.

The other major hypothesis, and now considered a conservative view, postulates that the UFO is a structured machine and comes from across the vast reaches of space and time from another solar system. This belief maintains that the extraterrestrial race has, by virtue of its advanced technology, overcome the problem of spatial distance and has developed great psychical powers by which it can manipulate man's mind when it sees fit to do so. Thus, in this postulation, the reported paranormal events can also be explained.

Of course, there are many other provocative splinter theories, some interlacing the two major hypotheses and some radically disregarding the known facts. Theories are free, and are a dime a dozen.

In its honest endeavor to proceed down either hypothetical path, research today continues to investigate UFO reports, correlate and compute the reported data, computerize photographs, conduct conferences and symposia, and drudge over 13,000 UFO reports released by the U. S. Air Force's former Project Bluebook which have been made available for public study at the National Archives in Washington, D. C. Therefore, it's not by accident that UFO researchers have provided for its brethren a convenient language by which to describe events and, more specifically, a terminology so that UFO reports can be classified.

Speaking of terminology, we borrow a page from the eminent Dr. J. Allen Hynek's book, *The UFO Experience, A Scientific Inquiry*. From this major work, we now have Close Encounters of the First, Second and Third Kind, which are labels covering a hypothetical set of conditions wherein the human witness observes or experiences a UFO at close range. These include physical or electromagnetic effects to a witness or his surroundings or an encounter with a strange alien being.

Popularized by the movie of the same name, *Close Encounters of the Third Kind*, has become a household term. Now anybody and everybody can share in an awareness of these rare and bizarre events. But there is another event of the Alien Third Kind. This is an event known mainly through rumor. Even knowledgeable researchers admit they know of it only from shadowy sources, and when pursued, found sudden dead ends.

Through patience, perseverance and careful, courteous diplomacy, I have wended my way through the many shadowy mazes and found, to my surprise, sources of light at many of the so-called dead ends. What I have learned from these sources describes an event which I shall call Retrievals of the Third Kind.

Retrievals of the Third Kind relate primarily to the alien being. To be more precise, I refer to incidents where a UFO had allegedly crashed and both it and the

occupants were retrieved by military personnel who were dispatched to the scene. According to my sources, these immobilized craft and deceased occupants, described as humanoid, have been placed in custody at certain military installations where they were studied under the highest security measures.

Now, for the first time, sufficient data have been amassed to lend support to some of the old retrieval claims. But, looking back to the 1950s, there was little or no desire then to pursue the reported claims. At that time, active researchers - including myself - did little more than scoff. We thought we had good reason.

Our collective 'scoffing' was the result of an alleged grand hoax. Here, I refer to a book, *Behind the Flying Saucer*, by the late Frank Scully, published in 1950. Briefly, it told about a reported saucer crash in Aztec, New Mexico, in 1948. Scully went on to relate that a scientist he had met had possession of metal artifacts taken from inside the craft which was proof that the saucer was from outer space. Investigation, however, revealed Scully's scientist was a fraud. With the book's subsequent exposure as a hoax, which got a lot of publicity, it became unfashionable for any objective researcher to write or talk about crashed UFOs and their alleged 'little men.'

Adding fuel to the fire of a condemned book were strong Air Force denials in 1954 that a retrieved UFO was in hiding at Wright-Patterson AFB. I remember calling Lt. Colonel John O'Mara, Chief of Intelligence at the air base, inquiring about the alleged retrievals. His reply in part was, 'Ridiculous!'

So completely was Scully's retrievals story put down that some researchers today wonder, in retrospect, if the book and/or its exposure were contrived (as misinformation to keep the public and media away from the facts). But despite denials and the suspicions of research, the crash and retrievals stories persisted. Then, like a bolt from the blue, while preparing the manuscript for my book, *Situation Red, The UFO Siege* (published by Doubleday), some new reliable sources opened up. Then once again, to my surprise, after the release of my book in 1977, still more sources surfaced to talk about what they knew. Then one by one, the jigsaw pieces began to fit together and a picture emerged.

Now I believe this is the time and place - Dayton, Ohio, close to Wright-Patterson AFB - that we must face this greatest of issues head-on. We must now take a new and honest look at the old rumors. And we must also take a new look at the possibility of a grand official cover-up, and why.

If anyone of the retrieval incidents is true, or if only one of my informants is telling the truth, then humankind is in for a shock. The impact of its sudden revelation - or forced admission through official pronouncement - would probably shake up humankind's lifestyle, philosophies and even economy.

And if it is true that alien humanoids have been retrieved and are held in a preserved state at one or more military installations, then our government and all consorting governments responsible for this concealment, will have to explain their policy of prolonged secrecy. We might then rightly ask what else is hidden about the UFO of a more frightening nature?

Probably following any official pronouncement of this magnitude, there would be strong public reaction. There would be demands for more hidden facts. As always, some one or some agency would have to be pinned with the blame. Certainly at the top of the list would be the military establishment and covert intelligence agencies.

Also to blame would be the media. Where was their prowess to probe for the truth? It seems strange that some of its audacious members who helped bring down a president failed to reach the right people with the right UFO facts - or were they, too, in certain key areas a part of the big cover-up?

And UFO researchers, too, can share in some of the blame. Too much disunity among the major research groups is one factor. Perhaps a more concerted action would have carried more weight at critical moments when pressures were put to bear in areas of known cover-up. Also, perhaps too much time has been spent by influential researchers looking for a paranormal answer for the UFO. One fact has stood out for years. The average reported UFO appears to be a metallic, structured craft with windows and when in a landing position, sometimes uses tripods. While this general description might apply to a vehicle from any other mysterious realm, it does suggest that the design is more a feat of engineering than of psychical or spiritual manifestation.

Now for an academic thought. Is it right or wise for research - or myself - to try and pry open the lid of a possible Pandora's Box? Is it not morally right to know about the crashed UFO and its alien occupants? Is there something sinister about the continuing surveillance of Earth?

And what, you might ask, is my own opinion of my informants endowed with such powerful testimony? Frankly, I cannot refute the credibility of any of my informants. They are from scattered areas, many of whom I have pursued with great effort. Knowing something about the character of each suggests that none is hoaxing and it is difficult to believe that anyone of them was a 'plant.' Even if one or two were, what about the others? I might ask, why plant the kind of information that could work against the official position which is to play down the notion of secrecy about UFOs?

It is with equal candor that I must state that I am not in a providential position to pass a positive or final judgment on the retrieval stories or on my informants. On this tenuous ground, I must allow for some marginal error in observation or tiny flaw in human judgment for each reported account. However, let me quote an old adage, 'Wherever there is smoke, there is fire.' From my position, I certainly can see a helluva lot of smoke!

Now, let me switch from my beliefs to yours and consider what you might think about me relative to my expose. To help guide your appraisal, allow me to state that I personally have not seen a retrieved UFO, parts of one, or its occupants.

Also, for the record, I do not possess a single affidavit to prove that any one of my informants has seen a retrieved craft or its occupants. I have only their names and their testimony. Unfortunately, I cannot use these names. Anonymity has been

requested and will be respected. The reasons should be obvious to all. In essence, therefore, the cases I present in this paper without names to back up the informant's testimony can be construed as hearsay.

If perchance, hearsay is to be my undoing, then I must make my stand on the merits of my own credibility which I trust has already been established in my 29 years of UFO research. You are the judge and the jury. I will now proceed with the testimony of my informants concerning Retrievals of the Third Kind in the following abstracts.

## **ABSTRACT 1**

In 1948, according to reports from hazy sources, a UFO with occupants numbering anywhere from one to sixteen, had crashed in a desert region of southwestern United States or Mexico and was retrieved by U. S. military authorities. But the reports never got beyond rumor because 1948 was the year when Frank Scully's book unloaded an alleged hoax on the public about a crashed UFO in Aztec, New Mexico.

In the Fall of 1977, new word of a 1948 crash came to me from a well-informed military source. His information, however, was scanty. He had heard from other 'inside' military sources that a metallic disc had crashed somewhere in a desert region. His only details indicated that the craft had suffered severe damage on impact and was retrieved by military units.

By coincidence, months later in 1977, I was to learn more about a crashed disc occurring in 1948. This came from researcher Todd Zechel, whom I had known since 1975 when he became Research Director of Ground Saucer Watch. Formerly with the National Security Agency, Zechel stated that a U. S. Air Force technician told him that his uncle, then a Provost Marshall at Carswell Air Force Base near Ft. Worth, Texas, had taken part in the 1948 recovery of a crashed (New Mexico) UFO which was described as a metallic disc, 90 feet in diameter.

The crash occurred about 30 miles inside the Mexican border across from Laredo, Texas, and was recovered by U. S. troops after it was tracked on radar screens. The job assigned the Provost Marshall, now a retired Colonel, was to cordon off the crash site.

The retired Colonel, now living in Florida, was tracked by Zechel. Among other facts revealed by the Colonel was that one dead alien was found aboard the craft which was described as about 4 feet, 6 inches tall, completely hairless, with hands that had no thumbs.

Zechel learned from his source that the troops involved in the retrieval were warned that if they said a word about the incident they would be the 'sorriest people around.'

Continuing his investigation, Zechel pieced together other eyewitnesses to the 1948 crash event. In his statement, Zechel relates the following: 'I tracked another Air Force Colonel, now retired in Harrisburg, Pennsylvania. He had seen the UFO in

flight. He was flying an F-94 fighter out of Dias Air Force Base in Texas and was over Albuquerque, New Mexico, when reports came of a UFO on the West Coast, flying over Washington state. Radars clocked its speed at 2,000 miles per hour.

'It made a 90-degree turn and flew east over Texas.' The Colonel, then a Captain pilot, actually saw it as it passed. Then suddenly, it disappeared from radar screens. At Dias Base, the radar operators plotted its course and decided it had crashed some 30 miles across the Mexican border from Laredo. When the Captain got back to base, he and a fellow pilot got into a small plane and took off over the border after the UFO. When they landed in the desert at the crash site, U. S. troops were there before them.

'The craft was covered with a canopy and the two pilots were not allowed to see it. They were then called to Washington, D. C., for debriefing and sworn to secrecy about the whole event.'

Zechel also traced a U. S. Naval Intelligence officer who was in Mexico City at the time of the crash. He was rushed to the spot, but got there just as the craft was being loaded onto military trucks.

#### COMMENT:

Todd Zechel related to me by phone on March 15, 1978, that additional details pertinent to this 1948 incident will be made known in his forthcoming 1978 book, *Under Intelligent Control*. Zechel also related that he has a signed affidavit by the retired Air Force Colonel who was involved in the cordoning-off operations.

#### ABSTRACT 2

In 1952, the year of the great wave of UFO sightings throughout the U. S., can also share in the history of retrieval data. My information for one known UFO crash incident in 1952 comes from a reliable person in a technical position at a large General Electric plant. His brother, who wishes to be unnamed, was on duty as a radar specialist at Edwards Air Force Base, California, in 1952, when he saw a UFO descending toward Earth at great speed across his radar screen. When the UFO had been confirmed to have crashed, the Captain on duty gave him instructions, '*You did not see anything!*'

The specialist a short time later learned from base officials that an unidentified craft did crash in a nearby remote desert area. The retrieved craft was more than 50 feet in diameter with a row of windows around its equator. Its metallic surface was in a burned-blackened condition. He also had heard that the craft was occupied by dead humanoid bodies approximately 4.5 feet tall.

Also, the specialist recalls that he heard reports that the damaged craft was held temporarily in a hangar at Edwards Air Force Base before it was shipped by truck to Wright-Patterson Air Force Base.

#### COMMENT:

I had asked my informant if I could discuss this incident with his brother. But when he checked by phone, he was reminded that the incident was classified as secret and he would not be in a position to disclose further details.

In possible conjunction with this 1952 event, I have talked with two sources who had witnessed a large military vehicle or lo-boy drag a suspicious cargo under tarpaulin destined for Wright-Patterson AFB. One observer was Quartermaster at Godman Field, Kentucky, when the lo-boy, under heavy guard at night, made a transient stop there. Word on the base was that its hidden cargo was a crashed UFO.

Other witnesses, who had observed a strange cargo being transported on a lo-boy into Wright-Patterson AFB in 1952, were a man and wife then residing in Circleville, Ohio. By telephone in 1952, they claimed while driving their car near the base that traffic was stalled. Escorting the vehicle, they said, was a motorcade of military police.

### **ABSTRACT 3**

Additional testimony in support of a crashed UFO incident in 1952 comes from an unquestionable source: John Schuessler, Deputy Director of MUFON, and engineer for McDonnell Douglas at NASA. His data came from his father and stepmother, who secured their data in 1968 from a firsthand source, who was their neighbor in a small town in Pennsylvania.

According to John Schuessler, his family's close friend was formerly a civilian guard serving at a Receiving Gate for Internal Security at Wright-Patterson AFB. While on duty, sometime in 1952, he witnessed a tractor with lo-boy hauling a tarpaulin-covered craft into a tight security area at the base.

The guard also had told Schuessler that he witnessed at the Receiving Gate the deceased bodies recovered from the crashed UFO at a site vaguely referred to as somewhere in the U. S. Southwest.

Packed in crates, the guard described the bodies as being 'little people' or humanoid. It is not known whether or not the bodies arrived at the same time at the base as the craft on the lo-boy or at another time by other means. One point he did make clear about the area in which he worked to his Schuessler friends, 'Everything delivered had to pass by me.'

John Schuessler said he tried to follow up to get more information by arranging a meeting with the former guard through the influence of his parents, but his efforts were futile. Said John, 'He refused to talk about it, even to me.'

### **COMMENT:**

The brief testimony of the Security Guard at Wright-Patterson AFB and that of the Radar Specialist at Edwards AFB (cited in Abstract # 2) suggests that the official cover-up of vital UFO data is so great that some of it which concerns the captive craft and occupants is under a special system of files - and has always been

independent of those maintained by Project Blue Book, and perhaps are without classification so that even the Freedom of Information Act cannot reach them.

Probably the area in which the security guard had served his tenure of duty from the late 1940s to the mid 1950s was the same as that referred to by U. S. Senator Barry Goldwater in his letter to me dated December 3, 1974, in which the Senator stated, 'I made an effort to get in the room at Wright-Patterson where the information was stored, and I was denied that request.'

#### **ABSTRACT 4**

Mr. T., who holds a high technical position in civilian life today, was in the Spring of 1953, at the age of 20, a radar specialist with secret security clearance. While stationed in Ft. Monmouth, New Jersey, in 1953, he and a small, select number of radar specialists were summoned to view a special film at the base theater.

Without any briefing, the 16mm movie projector was flicked on and the film began to roll on the screen, showing the usual flaws and scratches found in combat photograph film. Suddenly, without any titles or credits or music, there appeared a desert scene dominated by a silver disc-shaped object embedded in the sand with a domed section at the top. At the bottom was a hatch or door that was open.

In the next scene, Mr. T. recalls seeing ten to fifteen military personnel all dressed in fatigues, and without identification patches, standing around what appeared to be the disabled craft. By judging their height against the UFO, Mr. T. determined that its width was approximately fifteen to twenty feet in diameter and that an open hatch or door at the bottom was about 1.5 feet wide and perhaps 3 feet high. At this point, Mr. T had no idea of the movie's purpose. I asked about the activity of the personnel. He said, 'They were just looking at the object.'

Then the movie switched to what appeared to be the interior of the craft. A panel with a few simple levers was shown. He remembers being impressed by the muted pastel colors and sudden glares of white - the sign of poor photography. Again there was a change of scenes. Now in view were two tables, probably taken inside a tent. To his surprise, there were dead bodies on the tables. Two were on one table and one on another.

Mr. T said the bodies appeared little by human standards and most notable were the heads, all looking alike, and all being large compared to their body sizes. They looked mongoloid, he thought, with small noses, mouths and eyes that were shut. He did not recall seeing ears or hair. The skin, he said, was leathery and ashen in color. Each wore a tight-fitting suit in a pastel color.

The sight of the dead bodies was the end of the movie. As most military movies credit the Signal Corps or some other source, this one 'stopped cold,' said Mr. T. When the lights came on in the theater, the officer in charge stood up and instructed the viewers to 'think about the movie,' and added firmly, 'Don't relate its contents to anyone.' Mr. T said, in good faith, he did not even tell his wife who lived near the base.

To Mr. T's surprise, two weeks later, he was approached by an intelligence officer on the base and told, 'Forget the movie you saw. It was a hoax.'

Shortly after seeing the movie, he heard from a couple of top security officers on the base that a UFO had crashed in New Mexico, and had been recovered with its occupants. The date of the crash was 1952, said Mr. T.

Commented my informant: 'The 5-minute-long movie certainly was not a Walt Disney production. It was probably shot by an inexperienced cameraman because it was full of scratches and had poor coloring and texture.'

Mr. T., when asked about his interest in UFOs, claimed that he was not interested - then or now , but he has always been curious about the purpose of the film in relation to his work in radar. Years later, he met an old Army acquaintance who also was a radar specialist. To T's surprise, he learned from this man that he, too, had seen the same film at another base under similar hush-hush conditions.

#### COMMENT:

Considering the credibility status of my informant, I believe he saw the movie and describes the subject matter to the best of his recollection. Regarding the subject matter, he believes that the crashed craft and the dead bodies, were bona fide. It would have been difficult, even by a major Hollywood studio, to have made dummy bodies look so real for use in an otherwise make-shift film. And for what morbid purpose?"

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## **Leonard H. Stringfield:**

### **"ABSTRACT 5 - Kingman, Arizona Crash**



Research Director for MUFON, Raymond E. Fowler of Wenham, Massachusetts, watched incredulously as Fritz Werner signed the following affidavit, dated June 7, 1973:

#### **June 7, 1973, Signed Affidavit by Fritz Werner:**

'I, Fritz Werner, do solemnly swear that during a special assignment with the U. S. Air Force on May 21, 1953, I assisted in the investigation of a crashed unknown object in the vicinity of Kingman, Arizona.

The object was constructed of an unfamiliar metal which resembled aluminum. It had impacted 20 inches into the sand without any sign of

structural damage. It was oval and about 30 feet in diameter. An entrance way hatch had been vertically lowered and opened. It was about 3.5 feet high and 1.5 feet wide. I was able to talk briefly with someone on the team who did look inside, only briefly. He saw two swivel seats, an oval cabin, and a lot of instruments and displays.

A tent pitched near the object sheltered the dead remains of the only occupant of the craft. It was about 4 feet tall, dark brown complexion, and had two eyes, two nostrils, two ears and a small, round mouth. It was clothed in silvery, metallic suit and wore a skull cap of the same type of material. It wore no face covering or helmet.

I certify that the above statement is true by affixing my signature to this document this 7th day of June, 1973.'

According to Ray Fowler, a researcher of highest credentials, here is Werner's story:

'I was project engineer on a U. S. Air Force contract with the Atomic Energy Commission (AEC) for 'Operation Upshot-Knothole' at the Atomic Proving Ground, Nevada. My job involved the measuring of blast effects on various types of buildings, especially erected for the tests.

On May 20, 1953, I worked most of the day at Frenchman Flat. In the evening, I received a phone call from the test director, Dr. Ed Doll, informing me that I was to go on a special job the next day. On the following day, I reported for special duty and was driven to Indian Springs Air Force Base, near the Proving Ground, where I joined about fifteen other specialists. We were told to leave all valuables in the custody of the military police. We were then put on a military plane and flown to Phoenix, Arizona. We were not allowed to fraternize. There, we were put on a bus with other personnel who were already there. The bus windows were blacked out so that we could not see where we were going. We rode for an estimated four hours. I think we were in the area of Kingman, Arizona, which is northwest of Phoenix and not too far from the Atomic Proving Ground in Nevada. During the bus trip, we were told by an Air Force Full Colonel that a super secret Air Force vehicle had crashed and that since we were all specialists in certain fields, we were to investigate the crash in terms of our own specialty and nothing more.

Finally, the bus stopped and we disembarked one at a time as our names were called and were escorted by military police to the area that we were to inspect. Two spotlights were centered on the crashed object, which was ringed with guards. The lights were so bright that it was impossible to see the surrounding area. The object was oval and looked like two deep saucers, one inverted upon the other. It was about 30 feet in diameter, with convex surfaces, top and bottom. These surfaces were about twenty feet in diameter. It was constructed of a dull silver metal, like brushed aluminum. The metal was darker where the saucer 'lips' formed a rim, around which were what looked like 'slots.' A curved open hatch door was located on the leading end and was vertically lowered. There was a light coming from the inside, but it

could have been installed by the Air Force.

My particular job was to determine, from the angle and depth of impact into the sand, how fast the vehicle's forward and vertical velocities were at the time of impact. The impact had forced the vehicle approximately twenty inches into the sand. There were no landing gear. There were also no marks or dents, that I can remember, on the surface - not even scratches. Questions having nothing to do with our own special areas were not answered.

An armed military policeman guarded a tent pitched nearby. I managed to glance inside at one point and saw the dead body of a four-foot, human-like creature in a silver metallic-looking suit. The skin on its face was dark brown. This might have been caused by exposure to our atmosphere. The face was not covered, but it had a metallic skullcap device on its head.

As soon as each person finished his task, he was interviewed over a tape recorder and escorted back to the bus. On the way back to the bus, I managed to talk briefly with someone else going back to it at the same time. He told me that he had glanced inside the object and saw two swivel-like seats, as well as instruments and displays. An airman, who noticed we were talking, separated us and warned us not to talk with each other.

After we all returned to the bus, the Air Force Colonel who was in charge had us raise our right hands and take an oath not to reveal what we had experienced. I was instructed to write my report in longhand and not to type or reproduce it. A telephone number was given me to call when the report was complete. I called the number and an airman picked up the report.'

Ray Fowler states that Werner held several engineering and management positions at Wright-Patterson AFB between June 1949, and January 1960. During that period, he worked in the Office of Special Studies of what was then the Air Materiel Command Installations Division. Later, he designed aircraft landing gear and became Chief of Alighting Devices within the Aircraft Laboratory at Wright Air Development Center. At the time of the alleged incident, he was on assignment to the Atomic Energy Commission at the Atomic Proving Ground in Nevada.

Fowler also states that Werner told him that he sympathized with the Air Force's secret handling of the UFO problem and added that the Air Force did not know where UFOs originated. Werner also said that the Air Force believed that the UFOs were interplanetary vehicles, but that they did not know how to handle the situation. They did not want to create panic.

Comments Fowler: 'There were inconsistencies in Werner's story, but most appeared to be in the realm of memory lapses and exaggerations by the witness. Former employers that were checked held him in high esteem and all described him as a highly competent and moral individual. Having published a number of technical papers, Werner also holds membership in the American Association for the Advancement of Science.'

In Fowler's continuing evaluation, he cites one piece of evidence which seems to give a strong element of truth to Werner's account. In an attempt to pin down the exact date of the alleged incident, Werner agreed to show his diary he kept in those days. On its aging papers on May 20, 1953, it read in part: 'Well, pen's out of ink. Spent most of day on Frenchman's Flat surveying cubicles and supervising welding of a plate girder bridge sensor which cracked after last shot. ...Got funny call from Dr. Doll at 10:00. I am going on a special job tomorrow.'

On May 21, 1953, the diary read: 'Up at 7:00. Worked most of the day on Frenchman with cubicles. Letter from Bet. She's feeling better now - thank goodness. Got picked up at Indian Springs AFB at 4:30 p.m. for a job I can't write or talk about.'

#### COMMENT:

In my book, Situation Red, I cover the Werner story in full based on my conversations with Ray Fowler. Said Fowler, 'With more substantiation, it could blow the lid off secrecy.' I agree. One final note: the name Fritz Werner is fictitious, but I feel that his story - although embellished - is basically true. One Intelligence source commented, 'A lot of it is just story.'

#### ABSTRACT 6

Finally a name of a witness surfaces - an Air Force Major named Daly - who was a metallurgist stationed at Wright-Patterson AFB in 1953. He relates his adventures with a crashed UFO.

The source for this information comes from fellow Cincinnati-based researcher, Charles Wilhelm. A friend of Charles' father, he related in 1968, that in April 1953 he was flown to a destination unknown, where it was hot and sandy, to examine the crashed UFO. He was blindfolded and driven to a point about 30 minutes away from the base of operations. There, inside a tent, standing in soft sand, his blindfold was removed. From there he was taken to a location where he saw a silvery metallic craft about 25 to 30 feet in diameter. The exterior of the craft, he said, was not damaged. However, his on-the-spot two day analysis of the ship's metal, using the equipment he carried with him, showed that it was not native to Earth. Major Daly, although he was not permitted to enter the craft, observed that the craft's entrance measured four to five feet high and two to three feet wide.

#### COMMENT:

Major Daly's blindfolded trip to the crash site, similar to that of Fritz Werner's, indicates that it was common procedure for the military to use extreme security measures relative to UFO retrievals. It is to be noted that Major Daly's experience takes place in April 1953, a month shy of Fritz Werner's which was in May 1953. Also, to be noted is that Daly did not see any dead alien bodies. Maybe they had already been removed? Or, if the craft was found undamaged, as he attested, it is possible the occupants managed to evade capture? Or, perhaps, there were two

crashes in a desert area in the Spring of 1953. If, however, both the reports of Werner and Daly are describing the same crashed UFO event, it is possible that Daly used the wrong month.

## **ABSTRACT 7**

'I'm almost positive it happened in 1953,' said my informant, a man with a long career as a pilot in the military who held the rank of Warrant Officer in the Army during the early 1950s. Now serving in the Air National Guard, he stood by me, facing a large wall map of the U. S. in a backroom of the Administration Building at Lunken Airport in Cincinnati. Earlier, in a large front room before about 25 pilots, I had just spoken on the subject of UFOs. It was now the late Summer of 1977 as he tried to recall the exact time when he stood as a witness, at a distance of about 12 feet, peering at five crates on a forklift inside a hangar at Wright-Patterson AFB.

In each of three crates, he said, were the recovered dead bodies of small humanoids; the contents of the other two crates were not discernible. As he related this astonishing information in a matter-of-fact manner, he pointed vaguely to an area in Arizona on the map. 'Here's where it approximately happened,' he said. 'It was a desert area, but I don't have the name of the location.'

There was no one else in the map room when he told me about the incident. He made certain of that. 'It's still a secret and at the time I had to swear to it,' he said. 'I was in the right place at the right time when the crates arrived at night by DC-7.'

As we stood at the map, my informant described what appeared to be hastily prepared wooden crates. In these, little humanoids, appearing to be four feet tall were lying unshrouded on a fabric, which he explained prevented freeze burn from the dry ice packed beneath. As a number of Air Police stood silent guard nearby the crates, he managed to get a reasonably good but brief glimpse of the humanoid features.

He recalls that their heads were disproportionately larger than the bodies, with skin that looked brown under the hangar light above. The head appeared to be hairless and narrow. The eyes seemed to be open, the mouth small, and nose, if any, was indistinct. When asked about their attire, he said they appeared to be wearing tight-fitting dark suits. Because of the tight-fitting suit, there was one revealing feature - a surprising feature. One of the humanoids appeared to him to be female. He said, 'Either one of the aliens had an exceedingly muscular chest, or the bumps were a female's breasts.' Later, he learned from one of the crew members, with whom he bunked at the barracks, that the body of one of the aliens was, indeed, that of a female.

My informant also heard from the crew member that one of the little humanoids was still alive aboard the craft when the U. S. military team arrived. Attempts were made to save its life with oxygen, but were unsuccessful.

Another question, an important one, was promptly answered by my informant.

How did the military know about the crash and where to go? He said he heard from a crew member that the UFO was picked up by special tracking equipment at Mt. Palomar in California. They provided the coordinates to the military to determine the crash area. The retrieved craft found intact, he later heard, was sent to Wright-Patterson. He had no more details when or by what means.

**COMMENT:**

There were other details furnished by my informant concerning his encounter at Wright-Patterson and on other sensitive UFO issues, that might be identifiable or traceable to him. On his request, I have avoided using these data. For certain, there are a lot of things connected with the UFO that the public does not know about."

**Part 3: Retrievals of the Third Kind -  
A Case Study of Alleged UFOs and Occupants in Military Custody**

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"Some of the general information known to my informant concerns Wright-Patterson's storage of an intact UFO and parts of damaged UFOs and the preservation of dead alien bodies under glass in special refrigerated conditions. The Major also reportedly said, 'We have the proof that UFOs are extraterrestrial.'"

- Source: Son of USAF Major, Wright-Patterson AFB

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**Leonard H. Stringfield:**

**"ABSTRACT 8**

With the help of Lou Farish of MUFON, I got the phone number of Cecil Tenney, age 78, in Delta, Colorado, and called him March 7, 1978. I wanted to hear for myself his testimony relative to his alleged observation in 1953 near Dutton, Montana, of a low-level UFO in distress, or a malfunctioning condition. I also wanted to know what he experienced during U. S. Air Force interrogation and what he saw at the Great Falls AFB, which he believed were the recovered dead alien bodies (from the crash).

In the fall of 1953 near dusk, Tenney was driving alone from Great Falls to his home in Conrad in his pick-up. Near Dutton, he watched the troubled performance of a large, cigar-shaped object. Appearing to be about one-third the size of a football field and about 200 feet away, the silvery object pulsated and belched out fire and smoke for about seven or eight minutes.

'It seemed to be trying to pull itself up, but it couldn't,' said Tenney. Then he described an explosion and a swooshing sound that was followed by balls of fire hitting the road and as far as he could see. Two or three cars from the opposite

direction on the road, he said, had their exhausts shooting out flames.

Tenney admitted that he was stunned and frightened by the spectacle. 'I got out of there in a hurry,' he said, 'and stopped at the nearest place with a toilet, a beer hall, which is about 5 miles beyond Dutton.'

There, Tenney was told by the bartender that he 'smelled like lightening.' Later, he learned that a state highway patrolman, who also saw the UFO in distress, stopped in the saloon and was given Tenney's name as a witness.

That same evening, according to Tenney, he got a phone call from a Colonel at the Great Falls AFB about 30 miles away. In a gruff voice, Tenney was told, not asked, 'I want to see you!' He was instructed to report to the Air Base at a certain time the next morning.

When Tenney arrived at the base, he was escorted by two men into a jail-like cinder block building and was led to the Colonel's office. He was grilled with questions for 30 minutes, then he signed a 5 copy statement which was also signed by a notary public.

Following interrogation, Tenney was escorted downstairs. Near the entrance door, he encountered two military men arriving, each carrying a large blue bag over his shoulder. He guessed they were laundry bags, but the bulges in the bag did not, according to Tenney, appear to be laundry. As Tenney moved toward the door, one of the men dropped his bag to the floor and it was then that Tenney could recognize the bulges to be shaped more like the protruding limbs of bodies. At this point, he was rudely pushed out of the door and told, 'Get the hell out of here!'

Tenney told me he returned to his flower shop in Conrad wondering about the harsh treatment he got at the base and wondering about the contents of the laundry bags. Said Tenney, 'I can't swear they were bodies, but the bags contained something they didn't want me to see.'

Later, Tenney heard of another witness, a brakeman on a passing train, who was knocked to the ground by the UFO's explosion.

#### COMMENT:

Tenney is the only known witness to the event with no other names to check for backup. However, by phone, he sounded convincing and made no hard claims to know the answers to the UFO's erratic or troubled behavior, its noisy disgorging of flame and smoke, why tongues of fire shot out of automobile exhaust pipes, what the highway patrolman reported to the Air Force, or why the Colonel was so demanding and the escorts so rude, and what was inside the laundry bags that was so secret. Tenney's guess was that the UFO he had seen in distress had crashed and the bags contained its dead occupants.

#### ABSTRACT 9

Mrs. G. worked in the Foreign Materials Division with a top security clearance

rating at Wright-Patterson AFB in the 1940s and 1950s, before her retirement in 1959 for health reasons. Charles Wilhelm, who has provided me with some firsthand reports from people with information about UFO retrieval or related incidents, got this one from Mrs. G. in 1959. She had known Charles very well as a teenager on two counts: he was a good, honest worker in performing yard work for her, and for his intense interest in UFOs. When she developed cancer and knew of her impending death, she decided to relate to him some startling information about her secret duties at Wright-Patterson and what she saw in the performance of these duties.

In 1955, according to Wilhelm, she was assigned to a post to catalog all incoming UFO material, during which time approximately 1,000 items were processed. These included items from the interior of a recovered UFO brought to the Air Base. All items were photographed and tagged.

In her cataloging duties, Mrs. G. also was witness to the conveyance by cart of two dead humanoid bodies from one room to another. The bodies, preserved in chemicals, were four to five feet tall, had generally human features except that the heads were large relative to the bodies, and their eyes were slanted. There was no word as to whether or not the bodies were brought in from a recent crash or had been at the base morgue from an incident occurring in previous years.

After telling Charles Wilhelm some of the barest facts she knew, she commented, 'Uncle Sam can't do anything to me once I'm in my grave.' Six months later, Mrs. G. passed away.

#### COMMENT:

The brief, but vital facts bared in the testimony of Mrs. G is not to be underestimated. I firmly believe Charles Wilhelm, and prior to Mrs. G's death, he said he saw Mrs. G.'s Wright-Patterson AFB ID badge.

#### ABSTRACT 10

The late James Mitchell was formerly a Navy specialist who served at an Air Station in Dallas, Texas, where his duties included the handling of confidential film. After retirement from the Navy in 1966, he became a civil service electrician at Wright-Patterson AFB, holding top secret clearance allowing him to work in high security areas on the base.

In 1977, in association with my regular employment, I met one of the sons of James Mitchell. Knowing of my research, he came to my office to relate an incident involving his father with base security for having possession of a photograph which showed a small alien humanoid allegedly killed following a skirmish with U. S. military forces in Arizona.

According to my informant, he was away from home at college at the time his father brought the photo home from Wright-Patterson in 1966. However, his brother, Mike, who now lives in California, was at home at that time and was shown the photo by his father.

In due course, my business associate reached his brother, Mike, by phone and asked him to describe the photo and also to comment on his father's actions at that time.

Mike obligingly described the photo as an 8 x 10, black and white glossy, showing two men, one wearing khaki; the other in a lab coat, holding up a dead body about 3.5 feet tall. The photo was taken at a fair distance on a clear day in a panorama of desert showing patchy scrub vegetation. Most of the details were by now hazy to Mike, but he recalls that the alien's head was pear-shaped and over-sized for its body, with slits for eyes and mouth. He also remembers that the humanoid was wearing a dull, wrinkled, metallic suit.

Mike, in recalling the actions of his father, said that he had come home from work and seemed excited as he flashed the photo at him, made a sly glance, and then put it away under some papers in his dresser drawer. He also recalls that he said, 'I can't keep it. I must take it back.'

Later in the evening, according to Mike, his father confided that he knew the story connected with the photo. he said that during early morning military exercises in a desert area of Arizona, a unit encountered a group of aliens near a landed craft. There was probably a skirmish and one alien put up quite a fight. Subdued, the small creature was given a sedative, by injection, which caused its death. The story goes that the other members of the Third Kind escaped into their craft and flew away. The one dead body was supposedly shipped to Wright-Patterson, preserved in dry ice.

The next day, Mike said, his father seemed greatly disturbed. Something had happened at the base concerning the photo. He remembers that he had to return it and from that day on, James Mitchell refused to discuss the photo again with anyone.

#### COMMENT:

From my sources, I have been unable to establish the vintage of the photo or the story of the skirmish. On the other hand, the photo might be genuine, but the story not. Nonetheless, the borrowed photo, according to Mike's recollection, had caused some concern at Wright-Patterson and might have resulted in some form of reprimand for his father. Such actions would not have occurred had the misappropriated photo been a fake. Now, we might ask what about the skirmish?

#### ABSTRACT 11

Robert D. Barry, fellow researcher and lecturer, was contacted early in March 1978, on the basis of his interest in and knowledge of crashed UFOs and the retrievals of craft and their occupants. Barry, a dedicated researcher since 1957, is Director of the 20th Century UFO Bureau. When I informed him that I could use his help in supplying some data for a paper I was preparing for the MUFON Symposium, he asked that I submit a letter to further identify myself and my objectives in this sensitive area. I did so promptly and it produced positive results.

Barry's first letter, dated March 14, 1978, concerns a UFO crash with occupants which occurred in 1962. I quote from his letter in part, as follows:

**March 14, 1978, letter from Robert D. Barry, Director, 20th Century UFO Bureau:**

'...My sources of information on the crashed UFO subject involve quite a few, but my major sources number four, including one within intelligence circles as well as a scientist.

'As it relates to the crashed UFO of 1962, it occurred in the state of New Mexico. The craft experienced flight difficulty at a time it was being tracked on military radar. It was tracked across two southwestern states before coming in over New Mexico. Military jets were sent up for intercept.

'As the craft moved in over the state of New Mexico, it lost altitude and continued to experience flight difficulty. It impacted on desert sands at an estimated 90 mph. Its underside hit the sand as a plane coming in for a landing.

'Its landing gear was not down and its flight pattern at impact gave the indication that the two occupants in the craft were evidently dead at the time of the crash. ...hence the flight difficulty experienced by the craft.

'The craft was 68 feet in diameter and 13 feet in height ... typically circular. The two beings discovered inside the craft were 42 inches each in height. Each being was donned in a one-piece suit that contained no buttons or zippers.

'The occupants were removed the following day after impact to a major medical university hospital in the U. S. where skin tests and other scientific analyses were performed. Skin color was gray-pink. Head slightly larger for the size of the body; eyes somewhat larger than normal, but the nose was small with little protrusions. ...no ear lobes, but a hole at each side of the head where we have ears. ...then, of course, inside the hole area was the inner ear portion. Mouth very small and thin lips.

'The circular-shaped space craft was described as exploratory and was removed to a major military base in the southwest where scientists and engineers were assigned to work on the craft in an attempt to discover its power of propulsion.

'On this particular case, a total of twenty individuals were involved in the investigation and research. Since that time, three of them have died ... of natural causes ... leaving a total of 17 familiar with the incident and follow-up research.'

**COMMENT:**

There are more and stronger data concerning the 1962 New Mexico crash which

are not publishable at this writing. Barry also had data relative to other UFO crashes in the continental United States from a reliable intelligence source that I have been asked not to divulge.

The 1962 crash site was near Holloman AFB in New Mexico. The incident is known by an astronaut who prefers anonymity.

## **ABSTRACT 12**

My information comes secondhand from a person who requests that his name not be used in any way concerning his knowledge of retrieved UFOs and the preserved alien bodies maintained in secret storage at Wright-Patterson AFB. This person read my book, *Situation Red*, and is aware of my position in research, but refuses to discuss what he knows with me by phone or in person. My firsthand informant is his son with whom he has shared some general information about UFOs a couple years earlier. To elaborate further, the young man's father got his UFO input from his cousin, an Air Force Major, who was specifically assigned to a UFO project for about 5 years at Wright-Patterson. The Major was formerly a pilot and had also served at a missile site overseas and presently is assigned to a new technical duty. I do have these latter details, but was asked not to be specific.

So significant was the information received by the father from the Major that he felt compelled to write down some specific details about the retrieved UFOs and the humanoids which he sealed in an envelope and placed in his safety deposit box. His instructions were that the envelope was not to be opened until after his death.

Some of the general information known to my informant concerns Wright-Patterson's storage of an intact UFO and parts of damaged UFOs and the preservation of dead alien bodies under glass in special refrigerated conditions. The Major also reportedly said, 'We have the proof that UFOs are extraterrestrial.'

## **COMMENT:**

My informant is not kidding about his father's UFO notes being stored in a safety deposit box. He also is not kidding about his father's staunch reluctance to discuss with me the contents of his notes. Personally, I must agree with the father's position of keeping a trust when it concerns the status and welfare of a close relative."

**Part 4: Retrievals of the Third Kind -  
A Case Study of Alleged UFOs and Occupants in Military Custody**

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*"While waiting for a sign of intent, a humanoid was observed to disembark from the UFO craft, which was described as 'short and stocky.' Then a beam of light was directed at the Colonel.*

*The Colonel was instantly paralyzed."* - Source: General "T", Wright-Patterson AFB

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**Leonard H. Stringfield:**

**"ABSTRACT 13"**

Mrs. SI called me August 3, 1977, to relate her growing interest in the UFO. She had read my book, Situation Red, and expressed a desire to attend the future meetings of the local OUFOIL research group. To its director, Charles Wilhelm, she confided that her husband, Carl, while in the U. S. Air Force as a member of the Air Police at Wright-Patterson, was called to duty one night to stand guard in a secret area where he witnessed three dead alien bodies that had just arrived. I was tipped off about this information by Wilhelm. So, on August 3, 1977, I was prepared to ask some careful questions.

During our first chat, I was able to extract some strong data. She explained that she believed that it was the year 1973 when Carl was called to duty during the night. He was driven to a certain location, then was blindfolded. She said he recalled that he was led across a field of wet grass, then was helped down a flight of stairs and escorted through a long corridor. At a certain point, he was halted and his blindfold removed. There, he was issued instructions about his mission and where to stand guard. To his shock, he was in a room with other ranking officers and a few scientists who were viewing three small humanoid bodies. The aliens were dead

and were stretched out on a refrigerated table. She remembers Carl telling her that the bodies were about three feet tall, their heads were abnormally large, and they seemed to have a short fuzz on the top of their heads. The skin, she said, was an off-white or cream. She could recall no other facial features described by Carl, admitting that the only time Carl had talked about his experience was while they were courting. That was in 1975. At that time, she said, he seemed shaken by it.

'I believe he was dramatically effected,' she said, adding, 'One time he told his sister about it and she just laughed. Since then, he refuses to discuss the matter with anyone, even me.'

On several later occasions when I called Mrs. SI, I asked to speak to Carl. One night he was present, sitting at a table drinking coffee, when I called. I remember she asked him if he would be willing to talk with me about his experience, but he declined. Said SI when she returned to the phone, 'He said he's not allowed to talk about it, and that he will tell everything he knows after President Carter makes an announcement.'

In the Fall of 1977, Mrs. SI became so obsessed in her UFO pursuits that she became ill, followed by a long period when she did not communicate. Then one evening, she called and politely announced that she had abandoned her interest in UFOs. She thanked me for my offers to help during her period of stress and again reminded me that Carl would not talk about his affair at Wright-Patterson.

#### COMMENT:

No one can blame Carl for upholding his sworn oath to secrecy. i believe that the information recounted by his wife is accurate. The year, 1973, when the incident occurred, was confirmed by an Intelligence source, but no details were given.

#### ABSTRACT 14

On April 7, 1978, Steve Tom, NBC radio newsman in Chicago, and I were linked up by phone for an interview with a former Air Force Intelligence Officer, Major J. M. residing in Houma, Louisiana. Major J. M., I learned, shared some common grounds with me. He had also served in the 5th Air Force in the Pacific Theater during World War II, and had been in several combat areas such as Leyte, Philippine Island, where I had been assigned.

The purpose of our call was to obtain firsthand, the Major's role in the retrieval of an alleged crashed UFO northwest of Roswell, New Mexico, in the Summer of 1947.

The debris of an apparent metallic aerial device, or craft, that had exploded in the air, or crashed, was first made known by a sheep rancher who found fragments of metal and other material on his 8000 acre property. When he informed the Air Force base in Roswell of his discovery, Major J. M. and aides were dispatched to the area for investigation. There, he found many metal fragments and what appeared to be 'parchment' strewn in a one mile square area. 'The metal fragments,' said the Major, 'varied in size up to six inches in length, but were of the thickness

of tinfoil. The fragments were unusual,' he continued, 'because they were of great strength. They could not be bent or broken, no matter what pressure was applied by hand.'

The area was thoroughly checked, he said, but no fresh impact depressions in the sand were found. The area was not radioactive. The fragments, he added, were transported by military carry-all to the Air Base in Roswell and from that point he was instructed by General Ramey to deliver the 'hardware' to Ft. Worth, to be forwarded to Wright-Patterson Field for analysis.

When the press learned of this retrieval operation and wanted a story, Major J. M. stated, 'To get them off my back, I told them we were recovering a downed weather balloon.'

When the Major was asked for his opinion as to the identification of the fragments, he was certain they were not from a balloon, aircraft or rocket. He said that because of his technical background, he was certain that the metal and 'parchment' were not a part of any military aerial device known at that time.

#### COMMENT:

The retrieval of 'unusual' fragments in secrecy suggests they were a part of an unknown aerial device or craft. Manned, or not, the Major did not know. If there were entities aboard, no evidence was found. Had there been any bodies aboard, they would have been destroyed in what appeared to be an aerial explosion.

It is significant to note in this instance the year 1947 - the year of the first great wave of UFO reports. Also, the area of this retrieval was in the path of some of the green fireball phenomena observed from 1947 to 1948.

#### ABSTRACT 15

Following my lecture on April 6, 1978, before the Cincinnati Chapter of World Wings Association, a gathering of 50 or more pilots, I was approached by a highly reputable member of the association who knew of a 'person at work' who, in turn, knew about crashed UFOs and occupants. I promptly got in touch.

On April 18, 1978, I talked with former Air Force Sergeant M. S. of the 97th Bomber Wing. He was prepared to relate the data from a high Intelligence source relative to the retrieval of an alien craft and humanoid occupants maintained at Wright-Patterson AFB. He also related a sobering story about a landing on an Air Force base, also from the same high source.

M. S., while serving at Wright-Patterson in 1977, made close acquaintance with a Major General whose last name begins with the letter 'T,' who was assigned at Wright-Patterson for top security work in the Logistics Command. His rank and the nature of his work entitled him to a plane at his disposal at all times.

The General's daughter, (name known to me) and M. S. were seriously lovelorn, and on that basis were frequently together. This allowed M. S. to be the guest at the

General's home where he and the General had private chats. Both being endowed with the highest security ratings, they discussed UFOs.

From General 'T,' my informant related details that were disclosed concerning a UFO that had crashed in the southwest region of the United States in 1957. At that time, General 'T,' was Lt. Colonel 'T.' According to the General, radar had confirmed that an alien craft had crossed the skies over the United States at great speed. It was tracked to the point of its crash. The area, as in most cases, was 'roped off,' and the National Guard summoned (with canines) for maximum security.

From the damaged craft, four humanoid bodies were recovered with great difficulty because of the inability to penetrate the craft's metal structure. The deceased bodies were found badly burned, some parts so severely that certain features were indistinguishable. However, the suits they wore - appearing silver - were not damaged by the obvious intense heat endured inside the craft. Said the General, 'The suits were fused to the flesh.'

M. S. said, according to the General, the four bodies were approximately 5 feet in height and were sent to Wright-Patterson AFB where General 'T' had seen them in a deep freeze morgue, kept at approximately 120 degrees below zero for preservation.

The only other anatomical feature described by General 'T' was that the heads of the aliens were, by human standards, larger proportionately than the bodies. Facial features were erased by the heat factor.

The craft? The General related that scientists assigned to the task of dismantling it ran into difficulty. To get inside, they concentrated in an area where a fissure or crack had resulted, probably from impact. Shipment (of the UFO) to Wright-Patterson, said the General, 'was by rail, using two military conveyance rocket cars, properly camouflaged and classified as 'rockets.'

On another occasion, M. S. was a guest of General 'T' at his home. While alone, M. S. was shown a top Secret document concerning a landed UFO. The incident occurred at Nellis AFB, Nevada, in 1968, and M. S. expressed disbelief when he read the report. Stamped TOP SECRET, it read in part: 'Large UFO hovered over Nellis AFB for three days. Three small alien craft were observed separating (or being ejected) from parent craft. One landed on the Air Base grounds. Sent to greet the landed craft was a Colonel with security detachment properly armed. There was no mention of an attempt to assault the craft. While waiting for a sign of intent, a humanoid was observed to disembark from the UFO craft, which was described as 'short and stocky.' Then a beam of light was directed at the Colonel. The Colonel was instantly paralyzed, according to the report. Orders then came from the officer next in command for his troops of the security detachment to fire, but their weapons were mysteriously jammed. The Colonel was recovered and hospitalized. The only recall by the Colonel, as M. S. remembers from the report, was that he could rationalize the event only in terms of mathematics as though an attempt at communications was conducted in this manner. The UFO was observed to retreat to its parent craft and then departed.

## COMMENT:

I made a check on General 'T' at Wright-Patterson. They had no entry on his secret assignment there. However, a check at another Air Base through the Accounting and Finance Section confirmed his existence. No address was released on grounds of Privacy Act. However, M. S. knows where the General was to make his residence after retirement.

Making a further check on the authenticity of the General and his knowledge of secret UFO reports, I checked with another Intelligence source and obtained additional corroborative information concerning the Nellis AFB incident.

## **ABSTRACT 16**

'Your book, Situation Red, The UFO Siege, really did it,' said AK, calling me from California on June 19, 1978. 'It convinced me that I should tell my story to you about a UFO that landed, or had maybe crashed, at Ft. Riley, Kansas.'

Needless to say, i was receptive to hear AK's story. He, of course, asked to keep his name confidential because he recalled a General's warning, who was on the scene of the landing, that he would have his 'expletives' shot off if he talked.

The incident occurred on a crisp, cold night on December 10, 1964. At 2:00 a.m., AK, a PFC on guard duty at the Motor Pool, and three other Army personnel of the 1st Division on regular guard duty, were summoned by the Officer of the Day, Lt. H., to join him by vehicle to a remote area on the base described as a training area in Camp Forsyte, which is part of the Ft. Riley complex. On departure to this area, he was issued an extra clip for his M14 rifle.

'I was scared,' admitted AK. 'In fact, I'm trembling right now as I'm telling you this.' I told AK that I was aware of a number of UFO landings and crashes on or near military installations and that he could trust me regarding the confidentiality of his name.

After driving a good distance, Lt. H. parked his vehicle alongside the road. He, AK and the other guards, were ordered to hike about a half mile across an open flat field. Before him, AK watched the searchlight beam from an overhead Huey helicopter playing down on the field. It was focused on a large round object resting on the ground. PFC AK and his comrades stood in shock. He remembers that he shouted, 'GOD DAMN, a Flying Saucer!'

Already on the scene were about 10 Army personnel of various ranks, including a Major General. Promptly, AK was asked for his ID and given a direct order by the General to patrol the grounded craft by circling around it and to 'shoot anyone if they tried to force their way to the craft.'

At this time, PFC AK was sharply admonished about keeping the incident secret. Comments AK, 'When I was in the Army, when a General told you something, you obey!'

The lone Huey chopper continuously flew overhead while certain personnel on hand checked the object with instruments and maintained communication by field radio with head phones. Nearby, a 5-ton truck was parked with lights off. On two occasions, the Huey chopper flew over parts of the field, said AK, as though looking for other evidence. When the Huey was away, a 'deathly quiet' prevailed, he said. 'It was eerie!'

Said AK on several occasions during his 2.5 hours of guard duty, he got close to the metallic craft. 'The air was much warmer when I got close.' he said.

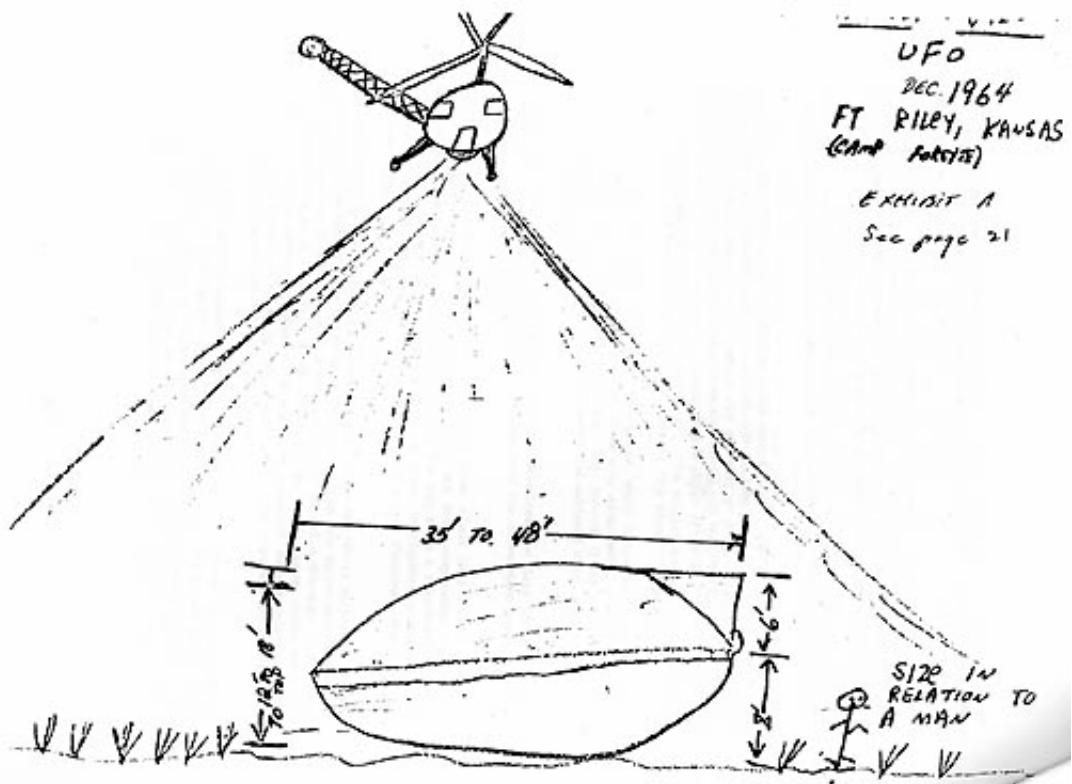
The grounded UFO, said AK, which had impacted into the soil and stood at a tilt, was approximately 35 to 48 feet in diameter and 12 to 18 feet in height. It was perfectly round, shaped like a hamburger bun. In the middle, or at the equator, of its smooth aluminum-like surface, was a black band made up of squares, each jutting out about ten inches. AK could not determine if the squares were windows or what purpose they served. The only protruding part on the UFO, said AK, was a fin-like device and beneath it an aperture which might have been an exhaust unit.

Said AK, the UFO was not lighted. He sensed no vibrations from its power system and smelled no odors. 'It was dead,' he said. Asked about recovery of occupants from the craft, he replied, 'Sorry to disappoint you, but I was not aware of any life inside the craft, or if any bodies were taken out of it later.'

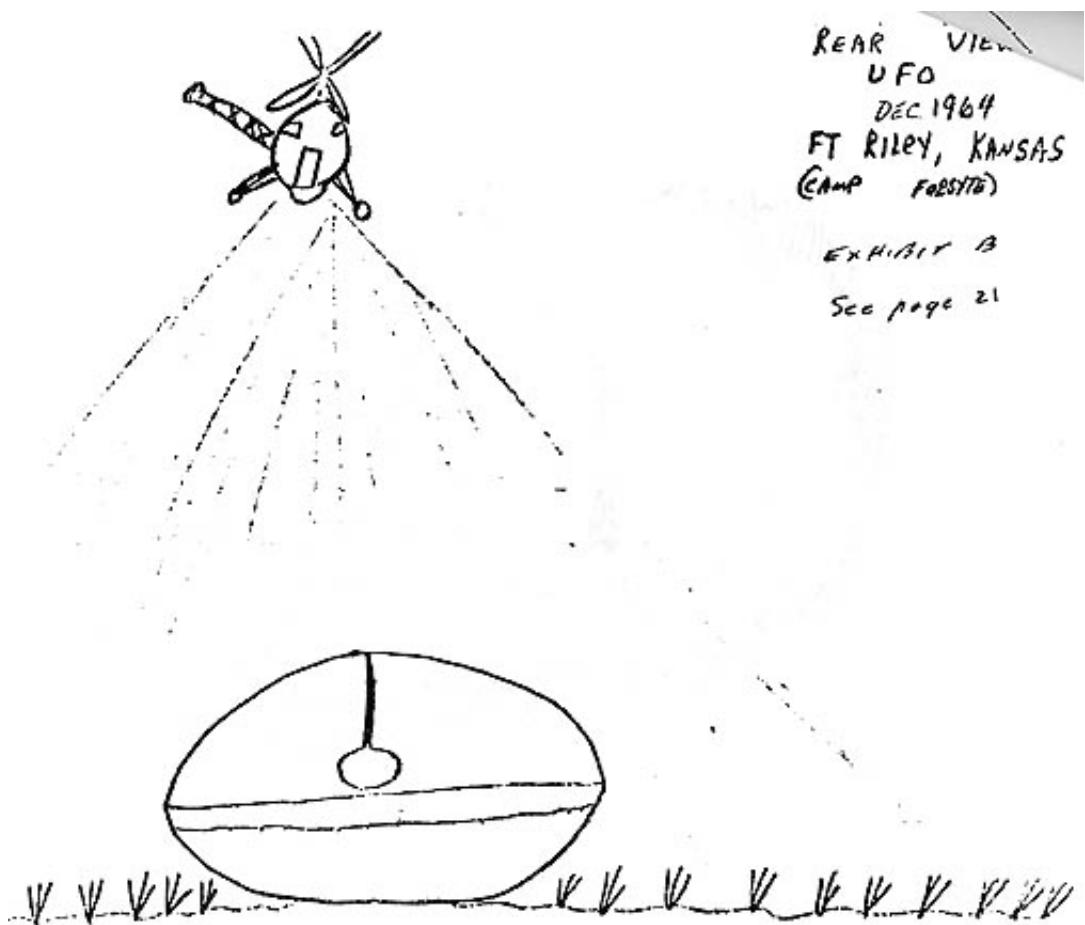
The next morning, said AK, 'I had a headache, but this was probably caused by the excitement and fatigue.'

AK said he heard from other sources on the Army base that UFOs were sighted in the area prior to the landing. He recalls no details.

AK, on my request, sent me two drawings of the grounded UFO showing rear and front views. The drawings also show the Huey helicopter hovering over the UFO, which are used as **Exhibits A and B** below in this report.



On June 18, 1978, AK drew for Leonard Stringfield the front view **above** and the rear view **below** of the Huey helicopter hovering over the "hamburger-shaped" UFO at Ft. Riley's Camp Forsythe, Kansas, in December 1964.



**COMMENT:**

PFC AK was unable to determine if the UFO had crashed or landed, but from his observation of the craft for 2.5 hours, he believed that it had probably malfunctioned and was immobilized. He was unable to learn more details about the incident from the local military base and too frightened by the General's threats to bring the matter up. With the presence of a helicopter and a large truck, it is my belief that the craft was hauled away in secrecy and perhaps with it, the occupants.

I checked further with an Intelligence source who was 'aware' of this incident.

Since my phone conversation with AK, I have received a tape from him recording his experience and a signed letter. The tape, Exhibit C, is available for public hearing during the MUFON Symposium."

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**Part 5: Retrievals of the Third Kind -  
A Case Study of Alleged UFOs and Occupants in Military Custody**

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*"He observed nine deceased alien bodies preserved in deep freeze conditions under well-lighted, thick glass enclosures. ...The research area where the bodies were preserved was under heavy guard, inside and out. He was told while viewing the subjects that 30 bodies were held in preservation at that time in the Air Base."*

- Source: Agent, Nike Missile Air Intelligence (ADCAP)

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**Leonard H. Stringfield:**

**"ABSTRACT 17"**

On June 29, 1978, my son-in-law, Jeffrey Sparks, Assistant Professor of Theater Arts at St. Leo's College, Dade City, Florida, informed me that he had talked with a person who had witnessed the alien humanoids at Wright-Patterson AFB in 1966. According to my son-in-law, his contact holds a responsible position in a financial capacity with a private firm in Tampa and had formerly served in military Intelligence. He gave me the individual's name and where he could be reached.

On July 5, 1978, I talked with Mr. JK at length concerning his functions in military Intelligence; what he had observed at Wright-Patterson, and many other aspects of crashed alien craft. He also made reference to the computer bank, or 'dump file' which contains secret information about UFOs dating back to 1948.

JK, who served in Nike Missile Air Intelligence (ADCAP), related to me the following data:

1. He observed nine deceased alien bodies preserved in deep freeze conditions under well-lighted, thick glass enclosures. The bodies were short in stature, about four feet in height. They appeared, under the lighting, to be of grayish color in skin tone. The research area where the bodies were

preserved was under heavy guard, inside and out. He was told while viewing the subjects that 30 bodies were held in preservation at that time in the Air Base.

2. He did not see firsthand alien craft stored at Wright-Patterson, but was told that such craft were on the base. He was also told that an alien craft was held at Langley AFB in Virginia and another at McDill AFB in Florida.

3. JK knew of three key areas in the 1960s where certain secret UFO operations were conducted other than at Wright-Patterson AFB. Bases cited were Langley, Avon Bombing Range - a part of the McDill AFB complex near Sebring, Florida; and at Seymour-Johnson, a Navy Training Center in Goldsboro, South Carolina.

4. At certain military bases, highly trained mobilized units were in a constant 'ready' state for dispatch to any area in the U. S. to recover downed or crashed UFOs.

5. During the Vietnam crisis, during JK's tenure of service (1966-1968), five crashes of UFOs occurred in the Tri-State area of Ohio, Indiana and Kentucky. There was one known incident of a retrieval of three alien bodies. During this latter incident, there occurred an alleged shooting with the alien forces by our military units. This was triggered by the uncertainty of the alien's intent. Hostility was presumed, said JK. The location or time of these incidents were not disclosed.

6. Said JK, 'Since 1948, secret information concerning UFO activity involving the U. S. military has been contained in a Computer Center at Wright-Patterson. At this base, a master file, written in computer language, is maintained with duplicate support backup files secreted at other military installations.' Said JK, 'Get the complete 'file dump,' both the master and the support backup files and you've got all the hidden UFO data.'

#### COMMENT:

Obviously, the UFO files available to the public at the National Archives in Washington, D. C., do not reveal the hard facts regarding UFO military cases.

Concerning JK's disclosures relative to military units subject to dispatch to UFO retrieval areas, I have been aware from other military sources that special forces have been maintained for emergency situations such as UFO retrievals or other conditions, including riots. These special forces, known as 'Blue Berets' can operate secretly and effectively by using 'diversionary tactics' to prevent public interference. Such diversions include creating power blackouts.

#### ABSTRACT 18

This abstract concerns limited biological data with Exhibits A and B which reliable informants have described concerning the alien humanoids held in institutions in

the U. S. where special examinations were conducted. Because this information treats a sensitive area within the framework of secrecy such as the names of the medical centers, the identity of the informants will not be disclosed at this time.

Data mentioned in a number of the previous abstracts have been correlated by me to establish only a general anatomical configuration of the alien beings. Needless to say, the general features of the alien are akin to Earth's *Homo sapiens*. That is to say, the alien has a head, torso, arms, hands and is bipedal. There, the likeness ends. From anonymous medical and military sources, the following composite or general data were obtained:

1. The approximate height of the alien humanoid is 3.5 to 4.5 feet tall. One source approximated 5 feet.
2. The head, by human standards, is large when compared with the size of the torso and limbs. (See drawing of head, Exhibit A.)
3. The facial features show a pair of eyes described variously as large, sunken or deep set, far apart or distended more than human; and slightly slanted, appearing 'Oriental' or 'Mongoloid.'
4. No ear lobes or flesh extending beyond apertures on each side of the head.
5. Nose is vague. Aperture or nares are indicated with slight protuberance. One, and two nares, have been mentioned.
6. Mouth is indicated as a small 'slit.' In some instances, no mouth described. Mouth appears not to function as a means for communication or as orifice for food ingestion.
7. Neck. Described as being thin; and in some instances, not being visible because of garment in that section of body.
8. Hair. Some observers describe the humanoids as hairless. Some say that the pate shows a slight fuzz. Bodies are described as hairless.
9. Torso. Small and thin fits the general description. In many instances, the body was observed wearing a garment. From medical authorities, no comment. No abdominal naval indicated.
10. Arms are described as long and thin and reaching down to the knee section.
11. Hands. Four fingers, no thumb. Two fingers appear longer than others. Some observers had seen fingernails; others without. A webbing effect between fingers was noted by three authoritative observers. (See drawing of hand, Exhibit B, and testimonial letter from Mr. Ted Phillips, Exhibit C. Phillips is specialist for MUFON and CUFOS in investigation of UFO trace evidence.)
12. No description available of legs or feet.

13. Skin description is NOT green. It is of rough texture and gray according to most observers. Some claim beige, tan, brown, or tannish or pinkish-gray and one said it looked almost 'bluish-gray' under deep freeze lights. In one instance, the bodies were charred to a dark brown.

14. Teeth unknown. No data from dental authorities.

15. Reproductive organs. This biological region is 'sensitive' - meaning 'secret.' One observer claims no male or female organs were identified. No genitalia. In my nonprofessional judgment, the absence of sexual organs suggests some of the aliens, and perhaps all, do not reproduce as do the *Homo sapiens*. Perhaps some of the bodies studied are produced by a system of cloning or other unknown means.

16. In some incidents of retrieval, the humanoids appear to be 'formed out of a mold,' or share identical biological characteristics.

17. Brain capacity. Unknown.

18. Blood. Liquid is prevalent, but not blood as we know it.

19. Sustenance for existence. No food or water intake is known. No food found on craft in one known retrieval. No alimentary canal or rectal area described.

20. Humanoid types. Unknown. Descriptive variations of anatomy might be no more diverse than those known among Earth *Homo sapiens*. Other alien types, reportedly varying in range from human to more grotesque configurations, are unknown to me. Speculatively, if these types exist, they might have their origins in other solar systems or have roots on different planets within one solar system.

21. I know of the names of two major medical centers in the eastern United States where continuing specialized intensive research is conducted on deceased alien bodies. Other hospitals where research reportedly has been conducted are in Indiana, Illinois, Texas, Southeastern and Western U.S.A.

## SUMMARY:

It is beyond the scope of this paper to treat all the stories and rumors of stories still emerging to this writer, each alleging the occurrence of a UFO crash, with or without occupants, and its subsequent hush-hush military retrieval.

As of July 20, 1978, for the record, I am aware of more than 50 sources who bear information relative to the subject of retrievals or storage of alien craft, and/or the deceased alien humanoids recovered from the craft. From this number, I have selected 18 of these sources whose testimony is reviewed in this paper. Most others lack sufficient data and a few have 'dried up,' so to speak, out of fear of military

reprisal or public ridicule.

Stories of long ago and as recently as 1977 clearly show that the U.S.A. is not the only territory in the world where UFOs and crews err in their tactical mission and crash to meet their doom.

On foreign soil, we have a number of reported crashes. One allegedly occurred on the island of Spitzbergen in 1952, which was secretly recovered by Norwegian military authorities.

Another UFO crash and retrieval report was contained in a special dispatch from the late columnist Dorothy Kilgallen, datelined May 23, 1955, London, England, INS, as follows.

May 23, 1955 news report from Dorothy Kilgallen, London, England: "British scientists and airmen, after examining the wreckage of one mysterious flying ship, are convinced that these strange aerial objects are flying saucers from another planet. The source of my information is a British official of Cabinet rank. He told me: 'We believe, on the basis of our inquiries thus far, that the saucers were staffed by small men - probably under four feet. It's frightening, but there's no denying that flying saucers are from another planet.' This official quoted scientists as saying a flying ship of this type could not have been constructed on Earth. The British Government, I learned, is withholding an official report on the flying saucer examination at this time, possibly because it does not want to frighten the public."

Still other foreign reports in the past and of recent times tell of objects falling to Earth looking like fireballs, of objects exploding on impact. Many crashes have conventional explanations, but others do not, such as the circular craft that allegedly crashed in Nauta, Peru, on November 11, 1975. This object, according to Robert Barry, measured 12 feet, eight inches in diameter, which featured a strange metallic coating. Other reported crashes have occurred in Australia, May 1976; in Mexico, August 1977; and in Bolivia, May 1978. One report of a UFO crash, with recovered humanoid occupants, stands out above the others. Occurring in 1953, a hundred miles outside of Johannesburg, South Africa, the incident prompted investigation by a U. S. Air Force General. Larry Moyers, MUFON State Director of Ohio, uncovered the case and I recently had it confirmed from an Intelligence source.

Perhaps the most significant of the reported foreign UFO crashes are those in the Communist world. My informant, Robert Barry, has learned from a reliable Intelligence source that Red China has two 'downed' UFOs, one of which landed in water without occupants; and two, possibly three, crashes and retrievals in Russia.

In the U. S., reports of UFO crash and retrievals continue through the 1970s. One recent incident, for example, not yet substantiated, came to light from reliable sources not to be named at this time as our search for data continues. This incident, allegedly occurring in the Spring of 1977 in a rural area of southwestern Ohio, involved a landed craft, perhaps disabled, and a number of its occupants who engaged a military unit dispatched to the scene. Whatever happened during this Encounter of Third Kind, the sketchy data we have thus far, suggests violence.

Reportedly, eleven members of the U. S. military detachment were either injured or killed. There was no word of alien casualties. The story is traceable through a handful of qualified researchers, then it stops at a dead end. Unreachable is a medical specialist supposedly called in by the military authorities to perform his expertise.

In the Fall of 1977, I was approached by a Cincinnati researcher and told that he had learned from a source who worked at Wright-Patterson that in the Spring of 1977, military personnel had carried into a certain area on the base, several litters with little alien bodies from an undisclosed location.

Perhaps in time, new data might appear to give credence to one or both of these possibly connected stories. Indeed, a pitched land battle between U. S. military and alien forces seems more like fantasy. But if true, then it would be reasonable to assume that the secrecy lid would come down hard on it! The effects from such a disclosure would certainly create more than a 'cultural shock.'"

**Part 6 - Final: *Retrievals of the Third Kind -***  
**A Case Study of Alleged UFOs and Occupants in Military Custody**

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*"How would the public react to a sudden official disclosure of even the scantest details relevant to the humanoid which I have released in this paper? And the humanoid factor is just a small segment in the overall sobering UFO data."* - Leonard H. Stringfield

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**Leonard H. Stringfield:**

Completion of *Status Report I*, Final Summary and Conclusion.

"Still another factor that has raised some questions is about the geographical location of UFO crashes. In the United States, especially in the 1950s, crashes have mainly been reported in the western or southwestern desert regions where military experimental installations abound. Logically, one might ask: Is the flying saucer a super secret U. S. weapon? But the negative answers are overwhelming. As point out earlier, UFO crashes have occurred on foreign soil beyond the range of the U. S. experimental aircraft. And, as known to all research, UFOs have repeatedly reconnoitered U. S. and foreign military installations and other sensitive areas where they sometimes act in a menacing manner.

On the premise that humanoid aliens have been preserved in deep freeze conditions at Wright-Patterson AFB and at several medical centers for research, I believe it is safe to postulate that these entities associated with the UFO are physical and are not an apparition from another dimension. My point here is not to derogate the extra-dimensional entity, for there is much evidence to suggest that it, too, plays a part in the UFO mystery. It is beyond the scope of this paper to rationalize each and every kind of alien intruder during a live encounter. This subject belongs to my colleague, Ted Bloecher, who has made a scholarly study of this phase of research.

In summary, the information treated in this paper, while it might seem provocative to the media and to the average researcher, does not, admittedly, constitute the final proof that UFOs are of extraterrestrial origin. But, indeed, if my data from reliable and diverse sources are received with an objective and unbiased mind, then the hypothesis surely is strengthened.

It seems no matter how hard we might want to disbelieve the data presented in the foregoing abstracts, it will be difficult to explain away the correlative physical similarities of the recovered humanoids.

Despite my long experience in UFO research, I must admit that I feel a sense of human uneasiness as vital data continue to reach me from responsible sources. As the pieces of the puzzle suddenly fall into place for me, each a corroborative clue, I realize - like a smack in the face - that our giant Intelligence community, both military and covert agencies, have been sitting atop a real Pandora's Box with some righteous cause.

I am not condoning our Intelligence forces for their harsh and tricky actions or methods in suppressing the hidden facts for so many years, but I can now appreciate the problem they might have had in trying to find a reasonable way out of a dilemma to relate all the sobering data to a benighted world public. How would the public react to a sudden official disclosure of even the scantest details relevant to the humanoid which I have released in this paper? And, the humanoid factor is just a small segment in the overall sobering UFO data.

And, there is still another sensitive aspect to consider: The *intent* of the UFO! It is my belief that our Intelligence community does not know the intent of the UFO. For our government to suddenly release only the known data in a major pronouncement could pose some new social risks. In my opinion, to release part of the UFO story, and be unable to define the UFO's intent could create an even greater concern in the unpredictable public mind.

Perhaps the human mind is ready to hear the truth. Our minds have survived in many hot wars and a long cold war with the threat of nuclear destruction, plus all the social upheavals of the late 1960s and 1970s. I believe we are ready for the truth.

Who are these mortals whose imperfect craft have crashed into the foreign soil of Earth? From what star system do they come where evolutionary life is not too different than our Earth's? Is there a missing link in our primeval pasts, or lost in our archaeological wonders which might reveal a human kinship?

I do not profess to know the locked away secrets, or the final answer to the UFO mystery, nor do I know what other great secrets might be hidden away with the alleged retrieved craft and deceased aliens.

Perhaps, President Jimmy Carter knows these secrets, or some of them. Thus, my plea, here and now, is addressed to the President of the United States to seriously review the testimony I have recorded in this paper. With his conscience as his guide, I trust that the President of the United States will tell this great nation and

the world the truth about the greatest story of our time."

Leonard H. Stringfield  
Cincinnati, Ohio  
July 29, 1978

APPENDIX OF DRAWINGS

Exhibits A, B and C (designated pages as appeared in original *Status Report I*):

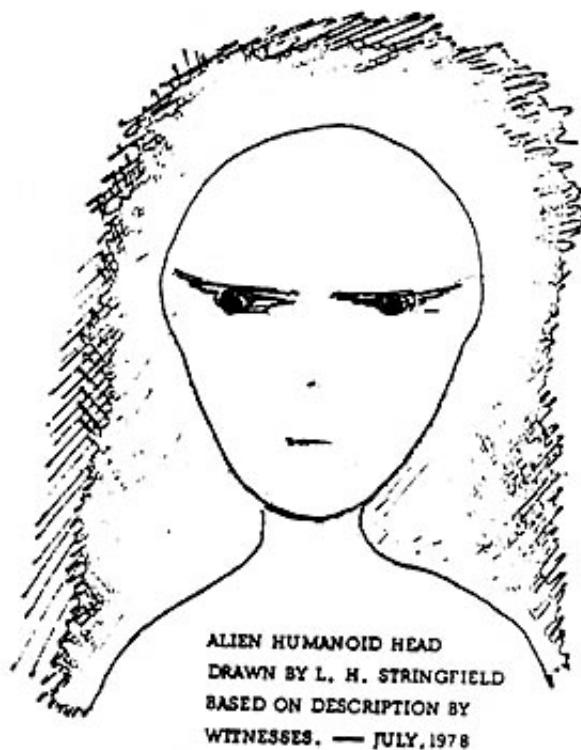


EXHIBIT A  
See page 23



ALIEN HUMANOID HAND DRAWN  
BY L. H. STRINGFIELD BASED ON  
DESCRIPTION OF WITNESSES

JULY, 1978

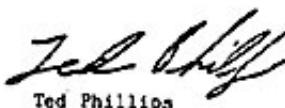
EXHIBIT B

See page 23

(EXHIBIT C) See Page 29

July 18, 1978

I hereby certify that I was shown a sketch of a hand stated to be that of a retrieved humanoid on July 13, 1978 in New York City. The sketch was in the possession of Leonard Stringfield and was the result of descriptions given him by various confidential sources. I had not seen nor discussed the sketch (or the humanoid material in general) with Len prior to our meeting on July 13-14, 1978. Based on other sources known to me and not to Len, the sketch appears identical to material I have been familiar with for quite some time. I had described the hands to my wife and two close friends in late 1977 and they can confirm the accuracy of the sketch as compared with my description at that time. Based on my somewhat limited knowledge, I must conclude that the sketch is accurate.

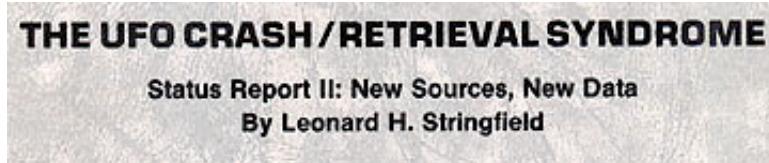


Ted Phillips

Ted Phillips, of Sedalia, Missouri, specializes in the investigation of UFO trace cases. He is affiliated with The Center for UFO Studies and The Mutual UFO Network.

## **Part 1: The UFO Crash/Retrieval Syndrome: Status Report II - New Sources, New Data**

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*"I have seen the bodies. ...By human standards, the heads were disproportionately large with skin that looked brown under the hangar lights above."* - Former U. S. Naval Intelligence Officer

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## **"PART I; THE FIRSTHAND WITNESS REPORT: A STUDY OF HUMANOIDS AND THE ANONYMOUS HUMAN FACTOR**

'Absence of evidence is not evidence of absence.' - Anonymous

Time passing will not erase from my mind a climactic of events so strange and sobering that the world I thought I knew would never again seem the same.

It all began with the publication of my book, *Situation Red, The UFO Siege* (Doubleday, 1977) in which I made references to reported crashes of UFOs and the recovered alien bodies. In surprising response, information relative to 'retrievals' surfaced from new sources. This led me to July 29, 1978, the day I stepped up to the lectern as guest speaker at the MUFON ninth annual Symposium in Dayton, Ohio, to deliver my paper, 'Retrievals of the Third Kind,' pointedly subtitled, 'A Case Study of Alleged UFOs and Occupants in Military Custody.'

Since Dayton, new informants continue to emerge. People, like my earlier firsthand contacts, who want no open, active part in UFO research. Independent from each other, they ever so cautiously share sensitive information about their alleged roles in a retrieval operation. Or they claim to have been in an authoritative position to have seen the deceased humanoid entities under a variety of 'need to know' circumstances. One of my most enduring and informative contacts is medical. Others formerly served in the C.I.A. and in key positions of the military. Indeed, the knowledge I have gained since my book from diverse, credible sources is extraordinary.

It is beyond the scope of this paper to review all the behind-the-scene events prior to and since the Dayton affair. However, I hasten to say that what began as a simple research report, featuring an update on alleged or legendary retrievals of crashed saucers and little men, soon gave way to a venture into seeming fantasy. The more I probed into old and new leads, the deeper I became enmeshed in an inconsistent world of real people on one end; on the other, the unreal tales they told.

Just as unreal, or so it seems, were some of my own experiences during these probes. One, no longer a hushed incident, was my close encounter with a 'phantom' force at the Dayton symposium. There, before going on stage, my life was twice threatened. On both occasions word came through an intermediary, once by phone at 4:30 a.m. on July 29, 1978; the other by physical confrontation just moments before my address that day. Uninformed of the threats, I spoke for nearly two hours. However, the moment I finished, I was suddenly whisked off stage by three armed plainclothesmen with walkie talkies, escorted to the Stouffer Hotel, where I held a prearranged press conference, then again escorted to my room which was in the process of being changed with a lady tenant on the far end of the hotel - an order not placed by me. I was advised not to reveal my new room number to anyone and not to leave its premises. In effect, until dinnertime, I was detained

incommunicado. I missed everyone I had arranged to see, including a medical person with information.

A real threat? Or a scare tactic? To this day, it is unclear if I was being protected from a lunatic adversary, or if the whole episode was a ploy to deflect potential informants in the audience from reaching me. I had indications beforehand while preparing my 'Retrieval" paper that someone connected with the C.I.A. was concerned about some of my sensitive material and how far I might go with it. He advised that the use of some data in my possession could be risky and for my own safety, I 'should always stay in crowds.' Months later, the same C.I.A. employee, who had been helpful in many ways, said he had the answer for the threats in Dayton. Investigation, he said, showed that it was all a part of the shenanigans of a movie studio who possessed secret documents and film about the retrieved craft and entities. Fearing that I would steal their thunder before their release date, they tried to intimidate me into canceling my talk.

Whatever the intent of my would-be-assailant or of the Intelligence Community, my role and objectives in research have since changed. to me, the key to truth lies in what we may call the UFO crash/retrieval syndrome. Lights in the sky, close encounters of all kinds, and even the grotesquerie of abduction cases have all lost priority. Time, with its influx of new data from new and old reliable sources, now affirms my belief that beyond my fingertips - and perhaps forever unreachable - is the evidence extraordinaire: the alien cadavers and the craft. In my opinion, if all the officially suppressed information were released suddenly in one package, it could have an unpredictable psychological but profound philosophical impact on mankind. But no matter how it would be released, I also believe that the human mind has been so conditioned to stress since World War II that a worldwide Wellesian panic is not likely.

For the record, no one in UFO research, the media or the scientific community has been privy to share certain portions of my cumulative data. thus, they understandably remain skeptical. The whole story of my experience in this endeavor may never be told, mainly because of the sensitivity of some of the names, places and subject matter. To stress a point in summary: I know firsthand that my continued quest for UFO crash/retrieval information is a venture that can be as risky and frustrating as it is rewarding.

Through patience, keeping confidences, and playing the game in a posture of low profile, I feel at this writing that I have progressed substantially since my first paper in gathering new, vital and corroborative information. Unlike my first paper, this one draws principally on information collected from firsthand sources.

Status Report II will not attempt to correct a number of errors that appeared in my first paper. However, it is important for the record that exceptions should be made relative to three of the original Abstracts:

- In Abstract #1, the year of the incident should be corrected to read 1950, not 1948. Other amended data concerning this case I understand will be revealed by researcher, Todd Zechel, through other media.
- In Abstract #8, the retrieval incident dated 1973 should be corrected to read 1953.
- In Abstract #21, Seymour-Johnson, a Navy Training Station, should be corrected

to read: Seymour-Johnson Air Force Base, located in Goldsboro, North Carolina, not Norfolk, Virginia.

My goal in this phase of research is to obtain information from the firsthand source. Such prime material used in this monograph is specified as Class 'A,' and is recorded as Cases A-1 through A-10 in the text. New leads, or other pertinent material, are presented as Class 'B,' which are recorded as Items B-1 through B-14.

It should be noted that many abstracts appearing in my first paper, 'Retrievals of the third Kind,' are of the Class B type and are not included for review in this monograph.

### **CASE A-1**

During the summer of 1977, I was asked by a local business executive, a former U. S. Naval Intelligence Officer, to speak on the UFO at the September 1st meeting of the Cincinnati Chapter of the World Wings held in the Administration Building of Cincinnati's Lunken Airport. During the question and answer period following my talk, one member of a group of 25 pilots arose and brought up the legendary subject of recovered alien UFOs and occupants. His comment, I thought, indicated that he was unusually well-informed on the matter. So I asked that he stand by for a chat later. When the crowd finally disassembled, he led me to the privacy of a back room which was dominated by a huge topographical map of the United States.

Staring at the map he said bluntly, 'I have seen the bodies.' Still looking at the map and noting my protracted silence, he pointed vaguely to an area inside the state of Arizona. 'There's approximately where the saucer crashed,' he said. 'It was in a desert area, but I don't know the exact location. I'm almost positive it happened in 1953.'

The pilot was my first encounter with a firsthand witness. As he stood at the map with a straight-on glance, he impressed me as a person who is sincere and forthright, possessing a no-nonsense character. 'I saw the bodies at Wright-Patterson,' he said. 'I was in the right place at the right time when the crates arrived at night by DC-7.'

As we lingered at the map, he recalled that he had stood inside a hangar at a distance of about 12 feet, peering at five crates on a forklift. In his judgment, the crates appeared to be hastily constructed and were made of wood. In three of these, little humanoids appearing to be 4 feet tall were lying unshrouded on a fabric, which he explained prevented freeze burn from the dry ice packed beneath. As a number of Air Police stood silent guard near the crates, he managed to get a reasonably good but brief glimpse of the humanoid features. He recalls that their heads were hairless and narrow. By human standards, the heads were disproportionately large with skin that looked brown under the hangar lights above. The eyes seemed to be open. The mouth small and nose, if any, was indistinct. The arms were positioned down alongside their bodies. But the hands and feet, he said, were indistinct. When asked about their attire, he said they appeared to be wearing tight-fitting dark suits. Because of the tight-fitting suit, there was one revealing

feature - a surprising feature. One of the humanoids appeared to him to be female. He said, 'Either one of the aliens had an exceedingly muscular chest or the bumps were a female's breasts.' Later, he learned from one of the crew members with whom he bunked at the barracks that the body of one of the aliens was believed to be that of a female.

My informant also heard from the crew member that one of the entities was still alive aboard the craft when the United States military team arrived. Attempts were made to save its life with oxygen, but they were unsuccessful.

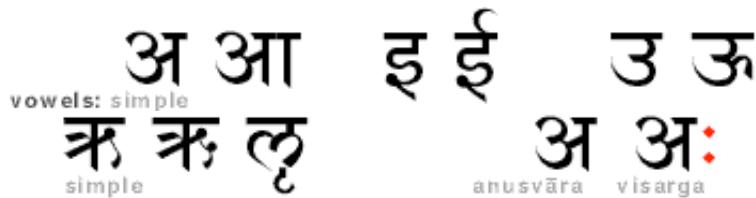
Another issue, an important one: How was the military able to track the crash? Said my informant: The crew member told him that the UFO was picked up by special tracking equipment at Mt. Palomar in California. My informant claimed that he had later heard a report that the retrieved craft, found intact, was also sent to Wright-Patterson. He had no more details as to when or by what means.

#### COMMENT:

I have had a dozen or more private talks with my firsthand informant since our initial meeting as reported in Abstract #8 of my first paper. During this period, I knew him as a dedicated family man and by occupation to be an engineer. He had also made several trips to Wright-Patterson for treatment of a medical disability. Without notice, in the Fall of 1978, he and his family moved away leaving no forwarding address. His military career was extensive, having served as Warrant Officer in the Army during which time he was assigned to Wright-Patterson.

My informant seemed well informed about the UFO, but had never desired to participate in open research to share his knowledge. In my opinion, he seemed to be keenly aware and able to separate fact from rumor. Of the latter, he heard that a UFO (foo fighter) had been retrieved in England by the 8th Air Force during World War II. Having a top security clearance, he claimed to have seen photos at Wright-Patterson of a retrieved UFO and a close-up showing strange glyphs on its body which he described as looking like Sanskrit. He was also aware of the consequences of talking too much about secret subjects and often referred to reprisals such as confinement at a base in the U. S. which he dubbed the 'Turkey Farm.'

[ Editor's Note: Sanskrit is a classical Indian language and the parent of the Indo-Aryan languages. Sanskrit is still used as literary and liturgical language by about 200,000 people. ]



In August 1978, I requested an affidavit or a tape describing his 1953 experience for my private records. He declined because of his oath of secrecy. I then asked for

a posthumous statement. His response was that he would have to check with his Security Officer. Belatedly he got the expected answer: 'You have seen nothing, heard nothing, and you sure as s--- can sign nothing!'

That was the final word.

According to my informant, plus the testimony of two secondhand witnesses described in Abstracts #6 and #7 of my first paper, 1953 was either an active year for several UFO crashes; or all three were describing one event. All three describe the area of impact in a desert region and two named Arizona as the site."

## **Part 2: The UFO Crash/Retrieval Syndrome: Status Report II - New Sources, New Data**

**© January 1980 by Leonard H. Stringfield**

*"Large UFO hovered over Nellis AFB for three days. Three small alien craft were observed separating (or being ejected) from parent craft. One landed on the air base grounds. ...Then a beam of light was directed at the Colonel. The Colonel was instantly paralyzed, according to the report."*

- Source: Former U. S. Air Force Sergeant, 97th Bomber Wing

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### **"CASE A-2**

Significant in this case is that the testimony from a secondhand source of information was substantiated when I reached the firsthand source. To achieve this took time and a stroke of strategy and luck in reaching the real source for a commitment. This case was first reported in Abstract # 16 of my previous paper (*Status Report I*), the erstwhile informant being the wife referred to as SI. In review, her information revealed to me in August 1977 follows:

The year was 1973 when Carl, a Sergeant and Air Policeman in the U. S. Air Force, was called to duty during the night. He was driven to a certain location, then was blindfolded. She said he recalled that he was led across a field of wet grass and then was helped down a flight of stairs and escorted through a long corridor. At a certain point, he was halted and his blindfold removed. There, he was issued instructions about his mission and where to stand guard. To his shock, he was in a room with ranking officers and plainclothes specialists who were viewing three small humanoid bodies. The aliens were dead and were stretched out on a table. She remembers Carl telling her that the bodies were about 3 feet tall, their heads abnormally large, and they seemed to have short fuzz on the top of their heads. The

skin, she said, was an off-white or cream. She could recall no other facial features described by Carl, admitting that the only time Carl had talked about his experience was while they were courting. That was in 1975. At that time, she said, he seemed shaken by it.

'I believe he was dramatically affected,' she said. 'One time he told his sister about it and she just laughed. Since then, he refuses to discuss the matter with anyone, even me.'

On several later occasions when I called Mrs. SI, I asked to speak to Carl. One night he was present, sitting at a table drinking coffee, when I called. I remember she asked him if he would be willing to talk with me about his experience, but he declined. Said SI when she returned to the phone, 'He said he's not allowed to talk about it and that he will tell everything he knows after President Carter makes an announcement.'

Because of her illness and SI's wish not to be involved in UFOs again, a long gap of time elapsed before I chanced a call to check on her well being. Her health restored and sounding cheerful, I then brought her up to date on my successes and failures in the pursuit of retrieval stories. But when I asked to speak to Carl, she reiterated his reluctance to talk about his 1973 experience. 'He won't talk,' she said. 'He was too emotionally affected.'

Already knowing of Carl's place of employment and that his on-duty schedule was subject to change, I asked her for the time of day he could be conveniently reached. I hinted that I might call him 'on a long shot.' She obliged, but offered no encouragement.

On October 17, 1978, a well-timed call reached Carl at work during a coffee break. Without hesitation, I announced my purpose and cited some strong data from other sources relative to his experience and assured him that his name or identity would never be disclosed. After a long silence, Carl reluctantly confirmed his experience and described the scene he witnessed while on guard duty. While his information generally agreed with that expressed by his wife, he also revealed that the facial characteristics of all three entities were similar and that the skin was the same color as a 'drowned cadaver just brought out of the water.'

When asked about his reaction to the event, he said in a low voice, 'I was shocked. I'd rather forget it.' He offered nothing more, nor did I want to press the issue. I felt that I had achieved a real breakthrough. Carl was now a firsthand witness.

#### COMMENT:

My informant, Carl, had no information concerning the actual retrieval operation, but undoubtedly the recovered bodies came from a recent crash incident. I have no reason to question Carl's veracity. His behavioral reaction to my questions and voice intonation told the truth. Carl does not want any part of active UFO research and prefers to be left alone and not bothered by the subject. When I later checked for confirmation with an Intelligence source about the 1973 retrieval, I got, 'No comment.'

### CASE A-3

On June 29, 1978, my son-in-law, Jeffrey Sparks, then an Assistant Professor at St. Leo College, Dade City, Florida, informed me that he had talked with a person who had witnessed the alien humanoids at Wright-Patterson AFB in 1966.

According to Jeff, his contact held a responsible position in a financial capacity with a private firm in Tampa, Florida, and had formerly served in Army Intelligence. He gave me the individual's name and where he could be reached.

On July 5, 1978, I talked with Mr. JK at length concerning his functions in Intelligence and what he had observed at Wright-Patterson AFB, plus many other aspects of UFO crashes and retrieval operations. He also made reference to the computer bank, or 'dump file,' which contains secret information about UFOs dating back to 1948.

JK, whose duties were connected with the Nike Missile, related to me the following data:

- He observed nine deceased alien bodies preserved in deep freeze conditions under well-lighted, thick glass enclosures. The bodies were short in stature, about 4 feet in height. They appeared under lighting to be grayish color in skin tone. The area where the bodies were preserved was under heavy guard, inside and out. He was told while viewing the subjects that 30 bodies were held in preservation at that time at the air base.
- He did not see firsthand the alien craft stored at Wright-Patterson AFB, but was told that such craft were on the base. He was also told that an alien craft was held at Langley AFB, Virginia, and another at McDill AFB in Florida.
- He knew of three key areas in the 1960s where certain secret UFO research operations were conducted other than at Wright-Patterson AFB. Bases cited were Langley, Avon Bombing Range - a part of the McDill AFB complex near Sebring, Florida; and at Seymour-Johnson AFB in Goldsboro, North Carolina.
- At certain military bases, highly trained mobilized units were in a constant 'ready' state for dispatch to any area in the U.S.A. to recover downed or crashed UFOs. These special forces at the time were known as the 'Blue Berets' which can operate secretly and effectively by using diversionary tactics to prevent public interference. Such diversions include creating power blackouts.
- During JK's tenure of service in the Vietnam crisis, five crashes of UFOs occurred between 1966-1968 in the Tri-State area of Ohio, Indiana (near Evansville) and Kentucky. There was one known incident of a retrieval of three alien bodies. During this alleged incident, there occurred a skirmish with the alien forces by our military units. This was triggered by the uncertainty of the aliens' intent. Hostility was presumed, said JK. The location or time of these incidents were not disclosed.

- Said JK, 'Since 1948, secret information concerning UFO activity involving the U. S. military has been contained in a computer center at Wright-Patterson AFB. At this base, a master computer file is maintained with duplicate support backup files secreted at other military installations.' JK also said, 'Get the complete 'dump file,' both the master and the support backup files, and you've got all the hidden UFO data.'

Thus, substantive UFO data are not available through the Freedom of Information Act, nor on file at the National Archives in Washington, D. C.

COMMENT:

I have had a number of long talks with JK since July 1978, which was reported in Abstract # 21 of my first paper (*Status Report I*). Some additional information he related concerning certain technical phases of his former work is not included here on his request. One of our chats revealed that he was stationed at Wright-Patterson AFB when Barry Goldwater had visited the base hoping to get permission from General Curtis Lemay to see the UFO evidence stored there, but was denied. JK said, 'This refusal caused quite a fiasco on the base.'

While visiting the University in Dade City, Florida, for a lecture in April 1979, I was unable to meet JK, as arranged. However, I was surprised that following my talk, waiting to see me privately was a former member of the elite 'Blue Berets.' I remembered JK had pointed out the functions of this covert service.

The next day, CAM - the ex-'Blue Beret' - visited my daughter's home. Alone, we talked about the elite force, its make-up and functions and some of his experiences in Vietnam behind enemy lines. Although he had never participated in a UFO crash/retrieval, he was aware that one of his fellow members had had the experience. Details were scanty, but CAM recalls that his friend referred to his participation in the recovery of a 'big head' from an alien craft.

My last talk with JK was September 12, 1979, at which time he was doing well as proprietor of his own business. He reaffirmed as true all of his past claims.

**CASE A-4**

My informant is self-employed after serving a long career with the U. S. Air Force, retiring with the rank of Major. He was a pilot as well as filling other special assignments. During the mid-1950s, he served in an official capacity with the Ground Observers Corp (GOC), at which time I was asked by the Air Defense Command to screen and report UFO activity by code name, FOX TROT KILO 3-0 BLUE. During this active period, I was often in communication with the Major.

My informant called me in the winter of 1979 when he learned from Tom Shell, newsman for ABC-TV in Los Angeles, that I had been considered by that network to be interviewed for a major TV production featuring the UFO. My informant said he recommended me, having known of my former work in the GOC and as

publisher of *OBIT* in the late 1950s. during one of our several discussions of the UFO problem, when I cited some of the medical information relative to the recovered alien humanoids, he confided that in 1952 he had attended a high-level secret meeting at Wright-Patterson AFB and saw in an underground chamber one of the deceased alien bodies in deep-freeze preservation.

My informant recalls some of the physiological characteristics of the corpse from his yesteryear observation, but admits details are vague. He said the body, with its long arms positioned straight down alongside it, was about 4 feet tall. The head was large by human standards and the skin on the face appeared smooth and gray. No bone structure was evident. Eyes were open, no hair. The feet, he said, were like an orangutan.

My informant stated he had visited the Air Force's underground complex in Colorado Springs and that some of the UFO material that had been stored at the Wright-Patterson depository had been transferred there. He also admits having seen a portion of an air Force movie which showed an alien craft embedded in the sand of a desert-like region. Aware of this film, I asked if he saw the portion showing the deceased bodies. (See Case A-9.) He said that at the time of the movie review, he was preoccupied with other business and missed seeing that portion.

My informant disclosed that he is aware of secret Air Force orders in the early 1950s which directed pilots on UFO intercept missions to shoot down or ram their target. He did not know of any successful mission of this kind which forced down or caused a UFO to crash. In one instance, he said, he was aware of an incident when a UFO was surrounded by jets, but escaped by its highly evasive tactics.

#### COMMENT:

In support of the Major's information concerning tactical operations involving the UFO and interceptors of the USAF, Mildred Bieselete of Salt Lake City, Utah, who serves as contributing Editor for the MUFON UFO Journal, sent me the following item which is typical of other reports known to me since the early 1950s. Her letter of October 2, 1979, is quoted in part below:

#### **Letter from Mildred Bieselete, October 2, 1979:**

'I heard you speak at the MUFON Symposium in Dayton last year and I am interested in your research on 'Retrievals of the third Kind.' ...I gave a talk at a local library last week and in the discussion period following, a fellow told me that when he was a gunner in the U. S. Air Force, he had emptied his guns on a UFO and had taken pictures with his gun camera that clearly showed the shells exploding against the side of the craft. He said the camera was taken off the wing of his plane when he landed and the pictures were developed. At 2 a.m., a couple of military policemen came and got him out of bed and took him to the base auditorium. They ran the 17 seconds of movie of the UFO over and over and questioned him, and two other crew members until 10 a.m. He was warned never to tell anyone what had happened. ...He said he had a wife and family, a good job, and a lot to lose. He seemed afraid of the C.I.A., and would not even give me his name.'

## **CASE A-5**

Following my second lecture, April 6, 1978, before the Cincinnati Chapter of the World Wings Association, a gathering of 50 or more pilots, I was approached by a member of the association who knew of a 'person at work' who knew about crashed UFOs and occupants. As reported in Abstract # 19 (*Status Report I*) of my previous paper, I promptly got in touch.

On April 18, 1978, I talked with former Air Force Sergeant MS of the 97th Bomber Wing. He was prepared to relate information from a high-ranking intelligence source relative to the retrieval of alien craft and humanoid occupants allegedly maintained at Wright-Patterson AFB. He also related a sobering story about a landing on an Air Force base, also from the same source. MS, while serving at Wright-Patterson AFB in 1977, made close acquaintance with Major General 'T,' who was assigned at Wright-Patterson for top security work in the Logistics Command. His rank and the nature of his work entitled him to a plane at his disposal at all times. He and the General's daughter (name known to me) were seriously lovelorn, and on that basis were frequently together. This allowed MS to be a guest at the General's home where he and the general had private chats.

From General 'T,' according to my informant, details were disclosed concerning a UFO that had crashed in the southwest region of the United States in 1957. At that time, General 'T' was a Lt. Colonel. According to the General, radar had confirmed that an alien craft had crossed the skies over the United States at great speed. It was tracked to the point of its crash. The area, as in most cases, was 'roped off,' and a military unit summoned (with canines) for maximum security.

From the damaged craft, four humanoid bodies were recovered with great difficulty because of the inability to penetrate the craft's metal structure. The deceased bodies were found badly burned, some parts so severely that certain features were indistinguishable. However, the suits they wore - appearing silver - were not damaged by the obviously intense heat endured inside the craft. Said the General, 'The suits were fused to the flesh.'

According to the General, the four bodies - approximately 5 feet in height - were sent to Wright-Patterson AFB where he had seen them in a deep-freeze morgue which was kept at approximately 120 degrees F. below zero for preservation. The only other anatomical feature described by General 'T' was that the heads of the aliens were large by human standards. Facial features were erased by the heat factor.

The craft? The General related that scientists assigned to the task of dismantling it ran into difficulty. To get inside, they concentrated on an area where a fissure or crack had resulted, probably from impact. Shipment to Wright-Patterson, he said, quoting the General, 'Was by rail, using two military conveyance rocket cars,

properly camouflaged and classified as 'rockets.'

On another occasion, MS was a guest of the General at his home. While alone with the General, MS was shown a Top Secret document concerning a landed UFO. The incident occurred at Nellis AFB in Nevada in 1968. MS expressed disbelief when he read the report. Stamped TOP SECRET, it read in part: Large UFO hovered over Nellis AFB for three days. Three small alien craft were observed separating (or being ejected) from parent craft. One landed on the air base grounds. Sent to greet the landed craft was a Colonel with security detachment properly armed.

There was no mention of an attempt to assault the craft. While waiting for a sign of intent, a humanoid was observed to disembark from the craft and was described as 'short and stocky.' Then a beam of light was directed at the Colonel. The Colonel was instantly paralyzed, according to the report. Orders then came from the officer next in command for his detachment to fire, but their weapons jammed. The UFO was observed to retreat to its parent craft and then departed. The Colonel was hospitalized. The only recall by the Colonel, as MS remembers from the report, was that he could recount the event only in terms of mathematics, as though an attempt at communications had been conducted in this manner.

#### COMMENT:

I made a check on General 'T' at Wright-Patterson AFB. They had no entry of his name as having been stationed there. However, when MS (and a witness) called the Accounting and Finance Section at Lowry AFB, Denver, Colorado, to obtain the General's new address in the area he had planned to retire, he was refused on grounds of the Privacy Act. But the General's name was on record. To authenticate the General's report on the Nellis AFB incident, I checked with an Intelligence source and obtained confirmation. (See Case A-6).

During August of 1978, MS tried several times through other military friends to make personal contact with the General, but to no avail. On September 28, 1978, to check on a detail about MS's personal life, I called his employer and talked with the comptroller, the person who arranged our contact initially, and learned to my surprise that my informant had suddenly left his job three weeks before. The Comptroller said that MS had a service-related back disability and had gone to Wright-Patterson AFB for corrective surgery. MS has since become unreachable, having left no new home address or phone number."

**Part 3: The UFO Crash/Retrieval Syndrome: Status Report II - New Sources, New Data**  
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"The craft experienced flight difficulty at a time it was being tracked on military radar (in 1962). It was tracked across two southwestern states before coming in over New Mexico. Military jets were sent up for intercept. As the craft moved in over the state of New Mexico, it lost altitude and continued to experience flight difficulty. It impacted on desert sands at an estimated 90 m.p.h." - Robert D. Barry, Director of 20th C. UFO Bureau

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**Leonard H. Stringfield:**

**"CASE A-6**

Reporting information from a firsthand witness is a criterion of this second paper. However, in this instance, I must rely on an intermediary of trust and his willingness to replay a number of informative tapes over a period of 18 months for me, recording the voice of a former C.I.A. employee. Normally, this reporting procedure might raise doubts about any such informant, but it is my judgment based on a long period of communication by phone, correspondence, and tape that my intermediary is an honest person. To this date, there is no hint of deception in his role.

Just as certain in my belief that my intermediary has been honest with me, I must therefore believe that this informant friend, the former C.I.A. employee is what he poses to be. Hopefully, the information he relates is true. I have heard his voice and his revelations a number of times on tape. At this writing I feel I know him as a person of authority, yet personable; crisp of tongue, leaving more questions unanswered than answered; and a person whose voice intonations hint that he has a keen sense of wit. In short, I feel that both he and his taped voice I have heard are bona fide.

My intermediary is Robert D. Barry. He is Director of the 20th Century UFO Bureau, residing in Yoe, Pennsylvania, and he's been a UFO researcher and lecturer since 1957. My first contact with Barry came in March 1978, when I learned of his knowledge of a crashed UFO with occupants. I reached him by phone, explained that I was working on a paper to be addressed to the MUFON Symposium in Dayton, Ohio, and was asked to submit a letter to further identify myself and my objectives. In response, Barry sent me the following letter which I had quoted in part in Abstract # 14 of my first paper:

**1978 Letter from Robert D. Barry:** ' ... My sources of information on the crashed UFO subject involve quite a few, but my major sources number four, including one within Intelligence circles as well as a scientist. As it relates to the crashed UFO of 1962, it occurred in the state of New Mexico. The craft experienced flight difficulty at a time it was being tracked on military radar. It was tracked across two southwestern states before coming in over New Mexico. Military jets were sent up for intercept. As the craft moved in over the state of New Mexico, it lost altitude and continued to experience flight difficulty. It impacted on desert sands at an estimated 90 m.p.h. Its underside hit the sand as a plane coming in for a landing. Its landing gear was not down and its flight pattern at impact gave the indication that the two occupants in the craft were evidently dead at the time of the crash ... hence the flight difficulty experienced by the craft.

The craft was 68 feet in diameter and 13 feet in height ... typically circular. The two beings discovered inside the craft were 42 inches each in height. Each being was donned in a one-piece suit that contained no buttons or zippers. The occupants were removed the following day after impact to a major medical university hospital in the U. S. where skin tests and other scientific analyses were performed. Skin color was gray-pink. Head slightly larger for a size of the body. Eyes somewhat larger than normal, but the nose was small with little protrusions. ...No ear lobes, but a hole at each side of the head where we have ears. Then, of course, inside the hole area was the inner ear portion. Mouth very small and thin lips. The circular-shaped craft was described as exploratory and was removed to a major military base in the southwest where scientists and engineers were assigned to work on the craft in an attempt to discover its power of propulsion. On this particular case, a total of twenty individuals were involved in the investigation and research. Since that time, three of them have died of natural causes, leaving a total of 17 familiar with the incident and follow-up research.'

As it turned out, I invited Bob Barry to accompany me in Dayton to air a letter he had received allegedly from the C.I.A. The letter, using a C.I.A. masthead, concerned Barry's recent involvement in producing material about the 1962 crash for a documentary film about UFOs being made by Sun Classic Films. In summary, because of the sensitivity of some of the material about the crash incident, the letter directed Barry to visit the C.I.A. offices for consultation. However, when Barry checked with the C.I.A. for affirmation, they claimed no knowledge of the letter. Mystified, Barry nonetheless felt that the letter deserved more than a brush-off and despite the C.I.A.'s denial as its sender, there were

certain aspects of the letter's character and content that warranted further investigations.

After many discussions of the letter's pros and cons with Barry, I felt that its contents - inasmuch as it tied in with the 1962 crash case - should be aired for public view. Through June and early July 1978, Barry and I oftentimes questioned the C.I.A. letter's validity. We tried to rationalize its content, or to find a hidden sinister motive, and guess who, if not official, had the effrontery to use a C.I.A. masthead for spurious purposes. We guessed at a few likely researchers as the culprit. But again, we agreed to air the letter in Dayton.

Then, in mid-July, Barry called me to relate that his C.I.A. friend had advised him not to air the alleged C.I.A. letter. In his opinion, it was not genuine. But because of the commitment to air the letter and still uncertain of a possible C.I.A. covert motive, we felt it was too late to back down. To back down would create even more suspicion in the eyes of research.

On July 29, 1978, Barry exposed the letter and, as expected, some researchers were critical of Barry for presenting it and of me for allowing it. For me, however, regardless of the letter's intent or authenticity, Barry's C.I.A. friend had made an honest evaluation. That, and many subsequent events, helped substantiate my faith in Barry's informant. Following is a sampling of other C.I.A. revelations from April through July 29, 1978, during the critical period while preparing my first paper, and following the threat-on-my-life episode in Dayton.

**Len Stringfield Summary of April through July 29, 1978 Information from Robert D. Barry, Director of the 20th Century UFO Bureau, Yoe, Pennsylvania:**

- Barry learned that UFOs seemed to have helped influence Israeli forces in a tactical maneuver to victory over the Arabs during the 1967 war. Barry told about the events and brought in his religious view in an interview that was carried by a wire service worldwide. Eventually, the *Midnight Globe*, October 11, 1977, published the story which was edited to their liking. When it was announced that Barry was to accompany me in Dayton, the article was sent to me from researchers with a variety of comments.
- When it first became known by the C.I.A. that I (Len Stringfield) had plans to feature certain data about UFO crashes and retrieval operations, I was advised of the risks and to be careful. In April 1978, for instance, it was suggested that I avoid the mention of a retrieval by U. S. military forces of a crashed UFO on Mexican soil. On one tape, there were witty comments that it would be wise to 'stay out of dark alleys' and 'stay in crowds.' There were no direct threats.
- Referring to my talk in Dayton, he advised that I might expect 'agitators there.' On another tape I was told that agents (unidentified) would be there in case of trouble. I construed this to mean for my protection. Following the threats on my life on July 29, 1978, in Dayton, Ohio, Barry came to my room and called his

C.I.A. contact. He was told, 'I told you there might be trouble.'

- When I heard from a new source of the alleged existence of a human-like cyborg and was put on standby to receive proof of it to be displayed in Dayton, I asked for advisement. One response, 'I have no information about a cyborg. Maybe it's a hoax.' On another occasion, when my 'cyborg' source asked me to be prepared to receive from him x-rays as proof at the site of my scheduled lecture for the St. Louis research group in Carlyle, Illinois (June 1978), the former C.I.A. informant stated on tape, 'Do not use it unless you have medics nearby. You might end up in the river.' He also said having information like that, if true, 'can cause airplanes to crash.' Indeed, I thought about that during my flight to St. Louis. As a footnote, my contact with his 'drop' of proof, did not show up.
- Informed to be alert for two foreign agents in Dayton. Also, C.I.A. and F.B.I. would be there. My comment, 'I hope so.'
- Revealed that a scientist, whom he named, would be present in Dayton and would be prepared for public comment in the event I would disclose data (names, places, etc.) beyond the prepared script in my paper. Later, I heard the comment, 'Stringfield did not come across with the hot stuff, so he (the scientist) did not have to comment.'
- In early July, he commented, '80% of your paper is correct ... use only cases with firsthand witnesses ... discount the others.' Asked about the Kingman, Arizona, retrieval of 1953, he said, 'A lot of it is just story. Don't use it.'

[ Stringfield footnote: The Kingman, Arizona UFO crash case of (May 20) 1953 was reviewed in Retrievals of the Third Kind based on information from researcher Ray Fowler. Although the C.I.A. employee commented that much of the Kingman report was 'just story,' he did not deny its occurrence. During November 1979, a new credible source in Las Vegas, Nevada, surfaced to relate new data about the incident, including a firsthand law enforcement witness. Other new sources, according to my informant, are being investigated. Also see Case A-1 and other 1953 reports in 'Retrievals of the Third Kind'

- On July 6, 1978, during the last hectic days before Dayton, I was advised that he (Robert Barry) had been called to an urgent meeting in Washington. Earlier, I had submitted five different drawings of the alien head, based on composite information, and a drawing of the alien hand, for his review and comment. His final comment: 'Use head number two. That's close enough.' And regarding the hand, wherein I had indicated a stub where the thumb would be, he said, 'remove the stub.' (See 5 attachments below.) Then he said tersely, 'Please don't contact me anymore. I can't talk.'
- On August 4, after the MUFON Symposium, word came, 'Everybody did a good job.' He further indicated that the plan was a 'test of media and public reaction.'

Finally, he gave his version of the cause of alleged threats on my life in Dayton, an issue that has not been clear to this time of writing. Belatedly, he related that the culprits were members or henchmen of a New York movie studio (not Scotia Films or Sun Classic) that had in their possession secret documents and film purporting to validate the existence of retrieved alien craft and occupants. They feared that my talk might include some of their material, or more, he said, and that it was necessary to intimidate me hoping I would shy off.

- During the period between April to July 29, he acknowledged and/or confirmed the Ft. Riley retrieval, the Nellis AFB confrontation, and a retrieval report near Johannesburg, South Africa. Of the latter, he provided the year of the incident as 1953. He did not, however, confirm my reference in my first paper of a confrontation near Lumberton, Ohio. He also had a 'No Comment' for the 1973 retrieval in Case A-2.
- When I first talked with Barry about the 1962 retrieval incident in New Mexico, he indicated that his C.I.A. informant had been one of the first officials at the crash site and also had been first to go inside the craft to recover the two alien bodies. In August 1979, when I talked with Barry and heard the replay of the tape, the information was corrected. Said the former C.I.A. informant, clarifying the issue of his participation, he was the first person to look inside through the hatch of the craft, but was NOT inside the craft. This attempt to be factual again pointed out to me that our tripartite exchange of information was not only of sound footing, but perhaps one means by which some of the hidden data could be safely released to test public reaction, or for other ulterior purposes.

### **COMMENT:**

In anticipation of any contrary opinion, I believe Barry's former C.I.A. source is legitimate. I repeat, I have been in touch with Barry for too long a period to argue over his research objectives or to fault his religious views, or to be concerned about the methods he employs in pursuing a UFO case. Barry and I have speculated on all issues of the UFO problem and also about certain aspects of his C.I.A. informant's answers to our questions. I find that most information received from his prime source does tally with information I have from other diverse sources.

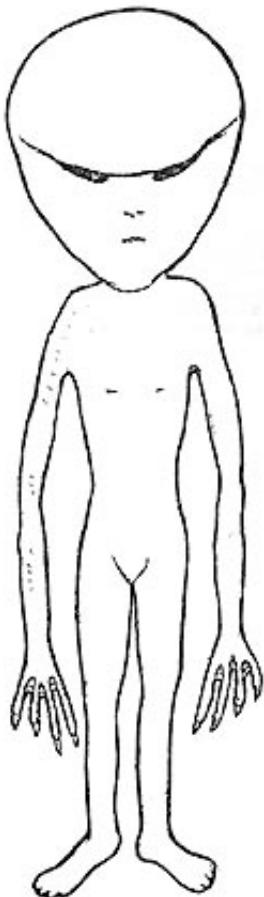
Concerning the controversial C.I.A. letter, researcher Richard Hall has informed me that he knows the identity of the person who perpetrated the prank. While this fake letter will be forgotten in the annals of the UFO, the 1962 crash report will be strengthened, however, by new data perhaps related by Barry in the future."

### **FIVE ATTACHMENTS:**

#### **Attachment 1.**

Drawing of humanoid based on information received from doctor who performed autopsy. Data, concerning relative size of head, torso and limbs and other details,

were gathered over a period of several months in 1979, during which time four separate drawings were submitted for comment. On my first drawing, he drew a heavy ridge of brow over the eyes and indicated less length of neck and less drooping shoulders. After third drawing, he commented: 'Check a 5-month fetus to get proportionate size of head and body.' For the final rendition above, he said, 'The proportions are right.' October 29, 1979



**Attachment 2.**

Composite drawing of Humanoid Head from reports by firsthand witnesses. This illustration was one of five submitted to former C.I.A. employee for review and comment. On July 6, 1978, being informed that the features in this rendition were 'close enough,' I released it in my first paper, 'Retrievals of the Third Kind' (See Case A-6 above).



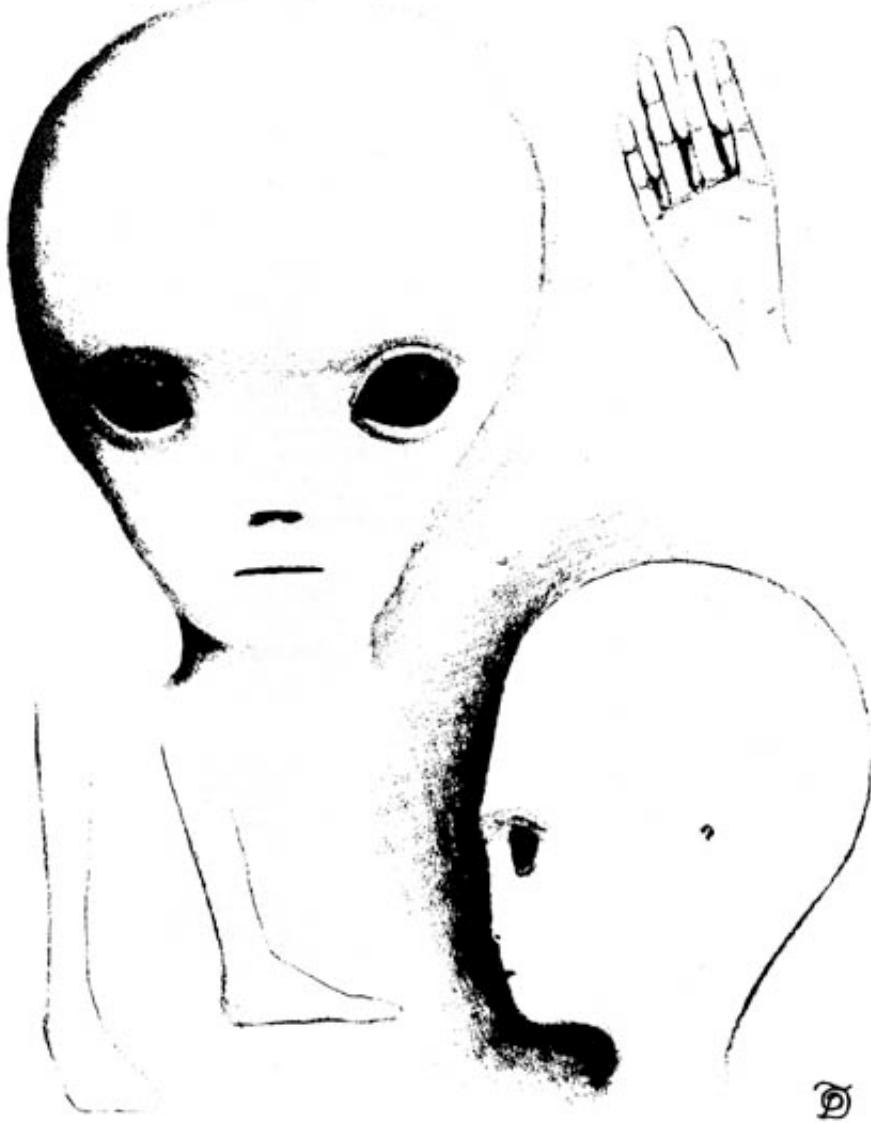
**Attachment 3.**

Drawing of Humanoid Hand from reports by firsthand witnesses was submitted to former C.I.A. employee for review and comment. On July 6, 1978, I was advised that the small trace of thumb which I had shown in sketch should be removed. (See Case A-6 above).



**Attachment 4.**

Conceptive features of (one type of) humanoid (front, profile, hand, legs and feet)  
submitted by researcher, Tom Deuley, for this *Status Report II*, November 2, 1979.



**Attachment 5.**

Statement by Ted Phillips, 1978, Sedalia, Missouri.

July 18, 1978

I hereby certify that I was shown a sketch of a hand stated to be that of a retrieved humanoid on July 13, 1978 in New York City. The sketch was in the possession of Leonard Stringfield and was the result of descriptions given him by various confidential sources. I had not seen nor discussed the sketch (or the humanoid material in general) with Len prior to our meeting on July 13-14, 1978. Based on other sources known to me and not to Len, the sketch appears identical to material I have been familiar with for quite some time. I had described the hands to my wife and two close friends in late 1977 and they can confirm the accuracy of the sketch as compared with my description at that time. Based on my somewhat limited knowledge, I must conclude that the sketch is accurate.



Ted Phillips

Ted Phillips, of Sedalia, Missouri, specializes in the investigation of UFO trace cases. He is affiliated with The Center for UFO Studies and The Mutual UFO Network.

## **Part 4: The UFO Crash/Retrieval Syndrome: Status Report II - New Sources, New Data**

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"(Autopsied alien's) skin ... beige, tan, brown, or tannish or pinkish gray and one said it looked almost 'bluish gray' under deep freeze lights. In two instances, the bodies were charred to a dark brown. The texture is described as scaly or reptilian, and as stretchable, elastic or mobile over smooth muscle or skeletal tissue. No striated muscle." - Source: Medical doctors descriptions after autopsies

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### **Leonard H. Stringfield:**

#### **"CASE A-7**

This entry concerns the medical phase of my inquiry into the study of the alien occupants allegedly recovered from crashes of their vehicles. My first meeting with a prime medical contact came in June 1978, while working on my first status report for release in Dayton, Ohio. It was arranged by a veteran researcher of long acquaintance who was aware of my quest for UFO crash/retrieval information. He also knew that I had acquired certain basic pathological information from other sources. Over our dinner, information from the doctor, who served on the staff of a major hospital, came slowly and cautiously. He made references to a colleague who performed an autopsy on an alien body in the early 1950s, but in the main, not much new data were revealed beyond general exterior anatomy. Significant, however, was that certain characteristics, some ambiguously described by other sources, were surprisingly corroborated. Of course, I asked many questions. Most were unanswered. Later that evening, I met my informant's charming wife and we all agreed that our subject was not only bizarre, but almost too incredible for the general public's acceptance. Departing, the doctor was agreeable to further meetings.

Communications continued along with a developing mutual trust in our exchange of information. The doctor's next move was for us to meet privately in Dayton, following my scheduled talk. I met him briefly in the lobby of the Convention Center before the program commenced and agreed to rejoin him at a certain time in my room at the Stouffer's Inn. However, because of the intervention of the threats, which caused a sudden shift of my room for my safety, he was unable to reach me. I later learned that even his note that he had pushed under the door of my former room went mysteriously astray. It seemed logical that the new occupant, seemingly distressed by the transfer, could have notified the hotel of the note and they in turn could have made an attempt to reach me in the room to which I had been reassigned. But the new occupant did not and the Dayton affair was full of mysteries that might go forever unexplained.

Soon, normal liaison with the doctor resumed. In time, as new information relative to UFO crashes reached me from several new sources, so did new vital data about the alien's physiology. Emerging was a new source, a noted doctor, who was willing to receive and answer some of my questions. I was to know him as a specialist who, in his area of expertise, had performed an autopsy on an alien being in the early 1950s. From him over time, I was able to envision the body entirely. The more I learned of its internal chemistry and some of its organs - or by human equation the lack of organs - I realized that our captured mortal member of the universe was beyond the limits of my non-professional evaluation.

During 1979, my sole objective in UFO research has been to release newly acquired data concerning whatever is obtainable from creditable sources about the continuing study of the recovered alien bodies. In the main, it has come from medical people. It is, therefore, important in this status report to first review the general data I have correlated collectively from several sources in the compendium that follows:

**Leonard Stringfield Summary of At Least One Non-Human Type  
As Described by Medical Doctors:**

- The approximate height of the alien humanoid is 3.5 to 4.5 feet all. One source approximated 5 feet. The weight is approximately 40 pounds.
- Two round eyes without pupils. Under heavy brow ridge, eyes described variously as large, almond-shaped, elongated, sunken or deep set, far apart, slightly slanted, appearing 'Oriental' or 'Mongoloid.'
- The head, by human standards, is large when compared with the size of the torso and limbs. 'Take a look at a 5-month-old human fetus,' I was told.



Five-month-old fetus © Prenatal Section  
of the Life Exhibit, Chicago Museum of Science and Industry.

- No ear lobes or protrusive flesh extending beyond apertures on each side of head.
- Nose is vague. Two nares are indicated with only slight protuberance.
- Mouth is indicated as a small 'slit' without lips, opening into a small cavity. Mouth appears not to function as a means of communication or as an orifice for food ingestion.
- Neck described as being thin. In some instances, not being visible because of garment on that section of body.
- Most observers describe the head of the humanoids as hairless. One said that the pate showed a slight fuzz. Bodies are described as hairless.
- Small and thin, fits the general description of the torso. In most instances, the body was observed wearing a metallic, but flexible garment.
- Arms are described as long and thin and reaching down to the knee section.
- One type of hands has four fingers, no thumb. Two fingers appear longer than others. Some observers had seen fingernails; others without. A slight webbing effect between fingers was noted by three authoritative observers. Other reports indicate types with less or more than four fingers.
- Legs short and thin. Feet of one type described as having no toes. Most observers describe feet as covered. One source said foot looked like an orangutan's.
- Skin description is NOT green. Some claim beige, tan, brown, or tannish or pinkish gray and one said it looked almost 'bluish gray' under deep freeze lights. In two instances, the bodies were charred to a dark brown. The texture

is described as scaly or reptilian, and as stretchable, elastic or mobile over smooth muscle or skeletal tissue. No striated muscle. No perspiration, no body odor.\*

[ \* In November 1979, additional word was received from the medical authority concerning the nature of alien skin. Under magnification, I was told, the tissue structure appears mesh-like or like a grid's network of horizontal and perpendicular lines. Clarifying an earlier reference which describes the skin of the entity as 'reptilian,' this new information suggests that the texture of the granular-skinned lizards, such as the iguana and chameleons, might be similar to at least one type of alien humanoid. ]

- No teeth.
- No apparent reproductive organs. Perhaps atrophied by evolutionary degeneration. No genitalia. In my non-professional judgment, the absence of sexual organs suggests that some of the aliens, and perhaps all, do not reproduce as do the *Homo sapiens*. Perhaps some of the bodies studied are produced by a system of cloning or other unknown means.
- To most observers, the humanoids appear to be 'formed out of a mold,' or share identical facial characteristics.
- Brain and its capacity, unknown.
- Colorless liquid prevalent in body without red cells. No lymphocytes. Not a carrier of oxygen. No food or water intake is known. No food found aboard craft in one known retrieval. No digestive system or GI tract. No intestinal or alimentary canal or rectal area described.
- More than one humanoid type. Life span unknown. Descriptive variations of anatomy might be no more diverse than those known among Earth's *Homo sapiens*. Other recovered alien types of human or other grotesque configurations are unknown to me. Origin unknown.

After several months of negotiation with my major medical sources, hoping to get more specific physiological data, I received the following typewritten statement in the mail on July 2, 1979. It was from the doctor who had performed the autopsy in the early 1950s.

**June 2, 1979 statement from doctor who performed alien autopsy in early 1950s:**

' SIZE - The specimen observed was four feet, three and three-eighths inches in length. I can't remember the weight. It has been so long and my files do not contain the weight. I recall the length well because we had a disagreement and everyone took their turn at measuring.

HEAD - The head was pear-shaped in appearance and oversized by human standards for the body. The eyes were Mongoloid in appearance. The ends of the eyes furthest from the nasal cavity slanted upward at about a ten degree angle. The eyes were recessed into the head. There seemed to be no visible

eyelids, only what seemed like a fold.



Oriental eyes without lids.

There were no human type lips as such - just a slit that opened into an oral cavity about two inches deep. A membrane along the rear of the cavity separated it from what would be the digestive tract. The tongue seemed to be atrophied into almost a membrane. No teeth were observed. X-rays revealed a maxilla and mandible as well a cranial bone structure. The outer 'ear lobes' did not exist. The auditory orifices present were similar to our middle and inner ear canals. The head contained no hair follicles. The skin seemed grayish in color and seemed mobile when moved.

The above observations are from general anatomical observations. I did not autopsy or study the head portion in any great detail since this was not my area of specialty.

NOTE: Your drawing of the head should have the cheek bones removed or a smoother contour. The eyes in the nasal cavity area are not right. The recess and fold is continuous across the forehead. The neck seems too long, but the shoulders do not slope as prominently. This might give you this effect. The arms are oversized in length by human standards. There was no thumb. The index finger in your drawing is longer than the middle finger. I don't believe this is correct, but my memory is hazy at this point. The chest area contained what seemed like two atrophied mammary gland nipples. The sexual organs were atrophied. Some other investigators have observed female specimens. I have not had this opportunity. The legs were short and thin. The feet did not show any toes. The skin covered the foot in such a way that it gave the appearance of wearing a sock. However, X-ray examination showed normal bone structure underneath.'

#### STRINGFIELD COMMENT:

The statement received from the doctor, which I had requested for this status report, is indeed a breakthrough. Knowing the doctor's area of medical expertise and the hospital in which he continues his specialized work, it is my belief that his claim to having conducted an autopsy is true. Knowledgeable of other activity at the medical center, plus his comments relative to a specific study, I hasten to say that I can find no hints or obvious loose ends that would indicate a hoax. Moreover, some of the information he had related in the past year, not included in his statement, was corroborated by another source, also a doctor. Although this latter source is secondhand, the information shared contains an important detail about a skin characteristic.

Noteworthy is that many questions asked of my medical person have gone unanswered. For some reason, it took several months to get his response to describe the alien's foot. When it came to me through his colleague (prior to his written statement), he said that there were no distinct toes. Instead, a 'fusion of

small bones that indicated evolutionary degeneration.' Later, when I pointed out that distinct toes had been mentioned in a report from another source, he checked with a colleague and got confirmation. 'There are more than one type,' he said. Significant, too, is that still another of my sources, the Air Force Major (See *Status Report II*, Case A-4) told me that the one body he had seen had toes 'like an orangutan.' Also relative to the foot, when I asked Robert Barry for information about the foot from his former C. I. A. source, I was told that he was unable to disclose that detail. Later, when I learned of this detail from my medical source, Barry was able to confirm it.

Getting information about the brain, if any exists as we know it, is without results. No one seems to know. My medical source either doesn't know or is reluctant to comment. Other specific questions about the alien's internal organs, or specific details about its circulatory or reproductive systems are also circumvented. One exception, however, to a question I had relative to a device allegedly worn by some of the recovered alien entities concerned a so-called head band. Originally, I heard of it from a former NASA source as a 'translator,' used to communicate in all languages with people on Earth. The source, known through a technical person at Bell Laboratories, would not come forward for an interview. Barry's source referred to it as a 'transceiver,' adding cryptically that it was used in the 'projection of brain waves.' One sample of the band, he said, was procured in the 1962 crash, and has since been analyzed and developed by the Air Force in an attempt to 'talk them down (UFOs) into landing.' Finally, on this perplexing issue, I asked my medical source if such a gadget existed. In time, I learned that he was aware of it, but had not seen it. He offered no details. Of course, in research it is known that a head band, or similar unit, worn on the chest or waist, is described during encounters with live entities.

Photographs showing the deceased humanoids have been seen by my medical sources. In these, a metallic, one-piece suit was worn. Also, in my first paper, a statement was reviewed from Ted Phillips, a prominent MUFON and CUFOS researcher, specializing in the investigation of physical traces at UFO landing sites, which states that he was privileged to have seen a photo showing the body entirely. At a meeting November 27, 1978, in New York during our visit to the United Nations (with Drs. Hynek, Saunders, Vallee, Poher, and Gordon Cooper and Lee Spiegel to present the UFO problem to Secretary General Kurt Waldheim), he told me that he was shocked when he saw my drawing of the alien hand. It was strikingly similar to the hand he had seen in the photograph.



Photograph July 14, 1978, United Nation hearings on UFO matters, initiated by country of Granada.

**Left to right:** Dr. Claude Poher (GEPAN, France); Sir Eric Gairy (Granada, initiator of the hearings); Kurt Waldheim (Austria, at the time Secretary General of the UN); Gordon Cooper (US astronaut, UFO witness as pilot in the 1950s); Dr. J. Allen Hynek (former USAF UFO consultant, astronomer and ufologist); Dr. Jacques Vallée (French ufologist).

My close relationship with medical people continues at this writing. I have submitted four different drawings of the entire body to my foremost medical source, based on his comments and in conformity to data supplied from others. Attached is my final rendition which includes the doctor's recommended changes received October 29, 1979.

Also attached are drawings of the head and the hand dated July 1978, which had the 'close enough' comment from the former C. I. A. employee referred to in previous *Status Report II* Case A-6."

## **Part 5: The UFO Crash/Retrieval Syndrome: Status Report II - New Sources, New Data**

**© January 1980 by Leonard H. Stringfield**

*"The grounded UFO, said AK, which had impacted into the soil and stood at a tilt, was approximately 35 to 48 feet in diameter and 12 to 18 feet in height. It was perfectly round, shaped like a hamburger bun. In the middle, or at the equator of its smooth aluminum-like surface, was a black band made up of squares, each jutting out about 10 inches." - Source: U. S. Army Guard, Ft. Riley, Kansas*

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### **Leonard H. Stringfield:**

#### **"CASE A-8:**

Alleged retrievals of crashed or disabled strange craft, whether Earth-made as secret duplications of alien craft, or as alien craft per se, are a part of this paper for review. I have received numerous reports of what appeared to be demobilized strange craft witnessed on the ground, but at the head of the list is the controversial saucer-shaped craft that allegedly landed at the Army base in Ft. Riley, Kansas, on December 10, 1964.

The witness, AK, was reported in Abstract #20 in my first *Status Report*. I called him 'David' in my presentation at the MUFON Symposium in Dayton, Ohio. His real identity is known to a few researchers. Now AK/'David' has come under criticism based on a few supposed holes in his story. One is his reference to a General allegedly present on the scene with him while he was assigned guard duty. He had assumed that the General was the Commander of the Base, 'General Seaman.' But when the supposed officer was later interviewed by phone by researcher, Todd Zechel, he denied his participation. Of course, AK had only assumed that the General was Seaman. If it were General Seaman, he certainly would not have admitted it in the phone call from Todd Zechel.

Following is a brief review of the incident in an excerpt from *Status Report I, Retrievals of the Third Kind, A Case Study of Alleged UFOs and Occupants in Military Custody*, © 1978 by Leonard H. Stringfield, first presented at the July 29, 1978, Dayton, Ohio, MUFON Symposium.

'The incident occurred on a crisp, cold night on December 10, 1964. At 2:00 a.m., AK - a PFC on guard duty at the Motor Pool - and three other army personnel of the 1st Division on regular guard duty, were summoned by the Officer of the Day, Lt. H (name known but withheld), to join him by vehicle to a remote area on the base described as a training area in Camp Forsythe, which is part of the Ft. Riley complex. On departing to this area, he was issued an extra clip of ammunition for his M 14 rifle.

After driving a good distance, Lt. H parked his vehicle alongside the road. AK and the other guards were ordered to hike about a half mile across an open flat field. Before him, AK watched the searchlight beam from an overhead Huey helicopter playing down on the field. It was focused on a large, round object resting on the ground. Already on the scene were about 10 Army personnel of various ranks, including a Major General. Promptly, AK was asked for his ID and given a direct order by the General to patrol the grounded craft by circling around it and to 'shoot anyone if they tried to force their way to the craft.' He was also sharply warned that he would have his '... shot off' if he talked. Comments AK, 'When I was in the Army, when a General tells you something, you obey!'

The lone Huey chopper continuously flew overhead while certain personnel on hand checked the object with instruments, and maintained communication by field radio with head phones. Nearby, a 5-ton truck was parked with lights off. On two occasions, the Huey chopper flew over parts of the field, said AK, as though looking for other evidence. On several occasions during his 2 1/4 hours of guard duty, AK got close to the metallic craft. 'The air was much warmer when I got close,' he said.

The grounded UFO, said AK, which had impacted into the soil and stood at a tilt, was approximately 35 to 48 feet in diameter and 12 to 18 feet in height. It was perfectly round, shaped like a hamburger bun. In the middle, or at the equator of its smooth aluminum-like surface, was a black band made up of squares, each jutting out about 10 inches. AK could not determine if the squares were windows or what purpose they served. The only major protruding part on the UFO, said AK, was a fin-like device and beneath it an aperture which might have been an exhaust unit. AK said that the UFO was not lighted, and he smelled no odors. 'It was dead,' he said. Asked about occupants aboard, he replied, 'Sorry to disappoint you, but I was not aware of any life inside the craft, or that any bodies were taken out of it later.'

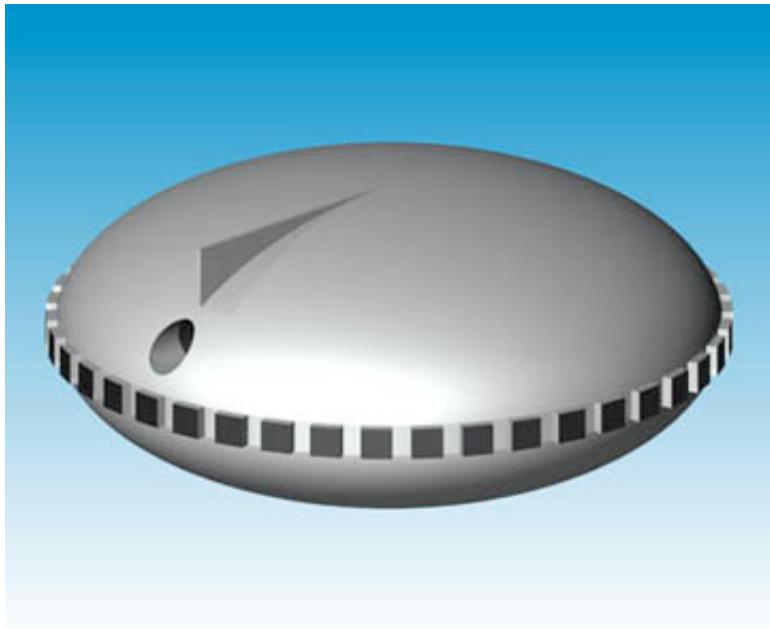


Illustration of alleged 1964 UFO landing at Ft. Riley, Kansas, © by Michael Schratt.

Since the release of his story, AK has been cooperative in all of my requests for supporting data. He has sent me a copy of his Army discharge papers, testifying that he was in Ft. Riley at the time of the incident. He also has sent me the original letter, dated December 11, 1964, which he had sent to his fiance in California in which he makes a reference to his call to special guard duty. His letter said in part, '...Had some excitement last night ... in the boondocks of Ft. Riley ... There was some odd thing in a field that we guarded for a couple of hours, probably some new type of aircraft...' The envelope bears the proper return address, and a postmark dated December 14, 1964, Junction City, Kansas. Affixed to the envelope was an 8-cent airmail stamp of proper issue for that time.

To get more information, I encouraged AK, as a test, to seek publicity about his incident. He placed an ad in the *Los Angeles Times*, and it was promptly seized upon by other media. Using 'David' as his identity, he got calls from many radio stations throughout the USA for interviews. It brought one positive result: another alleged witness. The new witness called AK by phone from another city, described his observation of a strange craft being removed by rig in a remote area on the Ft. Riley base, and stressed his need for anonymity for several understandable reasons. When I was informed of this new contact and AK sent him a copy of my first retrieval paper, there was an impasse of several weeks before communications reopened. I asked for a statement. More waiting. On November 17, 1978, I received the following letter from the informant, signed 'Ron.'

Ft. Riley Witness "Ron" Statement, November 17, 1978

'Dear Mr. Stringfield:

For the last two months, I've promised AK that I would write to you and tell you about a possible UFO that I observed in Fort Riley, Kansas, in 1964.

I'd forgotten all about it until I heard Dave's broadcast (radio station call letter omitted by request). Anxious to help him, I called and related the

information to him. When I told my wife about my experience and about my call to Dave, she became very upset and did not want us to get involved. I explained my situation to Mr. K and naturally, he was disappointed, but said he understood.

Mr. K. kindly mailed a copy of your report, 'Retrievals of the Third Kind,' which both my wife and I read. Oddly enough after reading the report, she seemed less apprehensive about our involvement and agreed to my writing to you.

On the morning of December 11, 1964, I was stationed in a section of Fort Riley known as Camp Funston, located at the far end of the complex. At approximately 7 or 8 a.m., I drove into the Main Post area of the fort to pick up the mail for our company. The postal clerk told me the mail would not be sorted until 10 or 11 that morning.

To kill time, I decided to drive around in the jeep and go exploring. I drove for about an hour heading towards Camp Forsythe until I came to a paved road that was somewhat hilly in spots. It looked interesting and I wanted to see where it led. About 1 1/4 miles up there was a barricade across the road. The sign read: RESTRICTED AREA NO UNAUTHORIZED VEHICLES BEYOND THIS POINT. My curiosity was aroused. No guards were posted around the area, so I concluded that it must have been an old sign and went around the barricade and proceeded up the road. When I reached the crest of the hill, two M.P.s greeted me with their rifles pointed directly at me. They asked for my ID and then said, 'What in the hell is the matter with you? Can't you read? You're in a restricted area. Leave at once!!!' I obeyed immediately.

About 60 to 80 feet behind the M. P.'s, I saw a gigantic flat bed truck, the kind they use to move houses. There were about 6 men dressed in white, like they were wearing CBRCBW germ warfare suits, which covered the entire body including the face; the face portion was covered with a gas mask which fit over the white hood. On the trailer or flat bed was an object which took up the whole load area. I could not tell what the object was. It was round and covered with canvas and held down with very large gauge chains. I guess that I was there no more than a minute, so I did not see too much.

Well, that's about it. I hope it will help Mr. K and I'd like to wish you both luck in your search for the object that he saw. Please let Mr. K know that I did write to you.

Sincerely,  
(Signed Ron)'

After I received the letter, I sent AK a xeroxed copy and learned promptly that his contact regretted that he had sent the letter and if it were published, he had reason to fear for his job. AK tried to persuade his informant that the letter was important as a testimonial backup for his claim. He would not budge. In September of 1979, I reached AK by phone and requested his approval to use the letter in this Status Report II. He finally agreed on the condition that I omit the call letters (of radio

station) which might pinpoint his informant's area.

In the Spring of 1978, I inquired about the status of the Ft. Riley incident with Barry, who asked his former C.I.A. contact. He learned that he was aware of the incident, but was not personally involved.

COMMENT:

Of the hundreds of letters and comments I have received from readers of my first Status Report, one stated in part, 'As a former officer of psychological operations with the United States Army, I am perhaps more than normally alert to discrepancies in testimonials. ...A case in point: In a super secret operation of the sort described, PFC's are never present. Indeed, the presence of a PFC pretty much eliminates the possibility of the crash's (or landing) having been secretly handled...'

Under normal circumstances, I agree that proper personnel from the base, or from another base, would have been dispatched to the site to cover all phases of operations, including guard duty. There are exceptions to the rule even in the military when emergencies arise, and personnel of any rank such as PFC AK are called upon for duty. In the case of AK, he was already on duty in the Motor Pool and was readily available.

I recall during WWII while stationed near the village of Tanuan in Leyte, a combat zone in the Philippines, that I was called to check a possible enemy radio unit. I remember asking for the armed support of a PFC to join me while I probed the suspicious area. It is understandably difficult for anyone not having been involved in a retrieval operation, or having seen an alien body, to be a believer. I find it difficult to the point of frustration to rationalize the data I have received from the most credible sources, yet listening to AK's story repeatedly and evaluating its supporting evidence, I feel that there is a preponderance of pluses in its favor.

The relevance of the Ft. Riley incident is that if a strange, saucer-like craft had crashed or landed there, then is it typical of other retrieval operations; and, if life was aboard, was it human or humanoid?"

## **Part 6: The UFO Crash/Retrieval Syndrome: Status Report II - New Sources, New Data**

*"The movie showed a circular, metal silvery disc on the ground. The inside was well lighted, of a light color and with smooth walls. The scene shifted to show at least three bodies lying on tables. The beings were short, all looked alike and did not have any ears (external) or hair."* - Retired U. S. Air Force Colonel

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### **Leonard H. Stringfield:**

#### **"CASE A-9:**

This case, with new supporting information, refers to independent sources who have witnessed the same secret movie at different bases, showing an alleged crashed disc in a desert region and their deceased alien bodies lying on tables, probably in a makeshift state at the same crash site. First, for the record, is edited copy from Abstract # 5 which appeared in my previous paper.

**U. S. Air Force Radar Specialist, Spring 1953:** 'Mr. TE, who holds a technical position in today's civilian life, at age twenty was a U. S. Air Force radar specialist with Secret security clearance stationed in Ft. Monmouth, New Jersey. In the spring of 1953, he and a small, select number of radar specialists were summoned to view a film at the base theater. Without any briefing, the 16mm movie projector was flicked on and the film began to roll on the screen. Without any titles or credits that he could recall, the film showed a desert scene dominated by a silver disc-shaped object embedded in the sand with a domed section at the top. At the bottom was a hatch or door that was open.'

In the next scene, TE recalls seeing 10 to 15 military personnel dressed in fatigues and without identification patches, standing around what appeared to be a disabled craft. By judging their height against the UFO, TE determined that the disc's width was approximately 15 to 20 feet in diameter and that an open hatch or door at the bottom was about 2.5 feet wide and perhaps 3 feet high. At this point, TE had no idea of the movie's purpose. I asked about the activity of the personnel. 'They were just looking at the object,' he said.

Then the movie switched to what appeared to be the interior of the craft. A panel with a few simple levers was shown. He remembers being impressed by the muted pastel colors and sudden glares of white - the sign of poor photography. Again there was a change of scenes. Now in view were two tables, probably taken inside a tent on which to his surprise were dead bodies. Two were on one table; one on the other. TE said the bodies appeared little by human standards and most notable were the heads. All heads looked alike and all were large compared to their body sizes. They looked Mongoloid, he thought, with small noses, mouths and eyes that were shut. He did not recall seeing ears or hair. The skin, he said, was ashen in color. Each wore a tight-fitting suit in a pastel color ... yellow was mentioned.

The scene of the dead bodies was the end of the movie. When the lights came on in the theater, the officer in charge stood up and instructed the viewers to 'think about the movie,' and added firmly, 'don't relate its contents to anyone.' TE said, in good faith, he did not even tell his wife. To TE's surprise, two weeks later he was approached by an Intelligence Officer on the base and was told, 'Forget the movie you saw. It was a hoax.' Shortly after seeing the movie, he heard from a couple of top security officers on the base that a UFO had crashed in New Mexico and had been recovered with its occupants. The date of the crash was 1952.

Commented my informant, 'The 5-minute-long movie certainly was not a Walt Disney production. It was probably shot by an inexperienced cameraman because it was full of scratches and had poor coloring and texture.'

TE, when asked about his interest in UFOs, claimed that he was not interested then or now. But he has always been curious about the purpose of the film in relation to his work in radar. Years later, he met an old army acquaintance who was also a radar specialist. To TE's surprise, he learned from this man that he, too, had seen the same film at another base under similar hush-hush conditions. My informant believes that the corpses and crashed craft shown in the movie film were bona fide. We agreed that it would have been ridiculous for a professional studio to have made dummy bodies to look so real in an otherwise ill-prepared and shoddy film.'

Following my talk in Dayton, copies of my paper were xeroxed and distributed to key researchers and, in turn, were again amply reproduced for an endless chain of

people. As a result, word has come from far afield of others having knowledge of the secret movie film, but one of the more cooperative and well-informed researchers - Mrs. Joan Jeffers of Bradford, Pennsylvania (former RN with degrees in social sciences) - was quick to come to the challenge for help. When she read the TE report, she discussed it with a former high ranking military officer who was a friend of hers. He acknowledged that he, too, had seen the same film.

Furthermore, she obliged by getting testimony from the officer for use in this *Status Report II*. That testimony was dated February 6, 1979, and is reprinted below:

**February 6, 1979, Retired U. S. Air Force Colonel:**

' Dear Len ... At last I am able to put this information in a letter to you. You have my permission to use it in publication of your work.

Last summer while I was relating some of the reported highlights of the MUFON symposium, I mentioned the movie of the crashed disc and alien beings. An acquaintance of mine offered a few additional details, but it took several more weeks to get more information from him.

This man is a retired Air Force Colonel, who enlisted in the early 1940s and retired about 1970. He entered the cadet program and the major portion of his military career was as a pilot, though he held several other jobs during the many years. He does not want his name released. Therefore, I must leave out some identifying details, but they are in my files. When stationed at a Maine AF radar facility (which is now strictly a Navy Air Station), this man was required to attend weekly 'Commander's Call.' One week (probably) in 1956, the men were shown a movie 'filmed by the USAF' - no further credits. The movie showed a circular, metal silvery disc on the ground. The inside was well lighted, of a light color and with smooth walls. The scene shifted to show at least three bodies lying on tables. The beings were short, all looked alike and did not have any ears (external) or hair. All appeared to be dead. When I asked the color of their skin, the reply was 'ashen or gray.' I asked the number of digits on their hands and he held up four fingers with his thumb tucked out of sight. I asked if they did not have a thumb and his reply was affirmative.

Next, I questioned him about the clothing and he said it was 'pale green and yellow.' I asked several other general questions, but he refused to answer, or said he did not recall. I asked if the men were told anything about the movie before, during or after the showing. He said they were not. I asked the reaction of the men who had viewed the movie with him. He said, 'We probably laughed about it and left.' He does not recall ever discussing it with any of the others. All material presented at these meetings was considered military business and not to be discussed. Some weeks later, I again asked him why they had shown that particular group the movie and his response was that a UFO we were tracking had crashed. That was all I could get out of him.

This event was 23 or more years ago, but this man has good recall of other events and incidents from that time. He has held responsible positions in local business and is generally of good character. He is retired as disabled. Though he does not believe the government would arrest or fine him, he will not reveal anything more, although I do know from past conversations that he has a great deal of information about AF investigations of UFOs.

I have supplied you with the name and possible present location of the man who was commander of this base ... Joan Jeffers (signed) '

#### STRINGFIELD COMMENT:

With only the slightest variances, both the Colonel's and TE's reports described the same film. Showing of the film might have been to limited personnel on a 'need to know' basis, but it seems that it appeared at a number of military bases. Not, too, that the Air Force Major (Case A-4) recalls having witnessed part of the film at an undisclosed base. Other former military personnel who might have seen the film have been named by Mrs. Jeffers from her source for follow-up. One, a Lt. Colonel, was reached by researcher Stan Friedman. But he did not recall having seen the movie. However, he said, 'If your source would get in touch with me he might refresh my memory.' I called the other officer in May of 1979, who still works at Wright-Patterson AFB following his military career. Evasively he responded, 'If I saw it, I can't remember it.'

I cannot believe that the movie used make-believe cadavers and was a trick on a select group of personnel holding the highest degree of security clearance. Once again, the faces of the three humanoids in the movie were described as identical, a characteristic noted by the Air Police Sergeant in Case A-2 and the former C.I.A. official in Case A-6.

Of note, the C.I.A.-sponsored Robertson Panel met in January 1953, dictating that all military UFO reports be suppressed. UFO retrieval operations and movies got rigorous treatment which presumably still seal the lips of informants to this day.

#### CASE A-10:

In light of new information surfacing about an alleged crash and retrieval of an alien craft near Roswell, New Mexico in 1947, the following case was published in Abstract # 18 of my previous *Status Report I* and is certainly not in itself unusual. But it merits review as it might provide useful testimony for researchers.

On April 7, 1978, Steve Tom - an NBC radio newsman in Chicago - and I were linked up by phone for an interview with a former Air Force Intelligence Officer, Major Jesse Marcel, who lived in Houma, Louisiana. Major Marcel, I learned, shared some common ground with me. He had also served in the 5th Air Force in the Pacific Theater during World War II and had been in several combat areas such as Leyte, Philippine Islands, where I had been assigned. The purpose of our call was to obtain firsthand the Major's confirmation of his role in the retrieval of an alleged crashed UFO northwest of Roswell, New Mexico, in the summer of 1947.

The debris of an apparent metallic aerial device or craft that had exploded in the air, or crashed, was first made known by a sheep rancher (Mac Brazel) who found fragments of metal and other material on his 8,000 acre property. When he informed the Air Force base in Roswell of his discovery, Major Marcel and aides were dispatched to the area for investigation. There, he found many metal fragments and what appeared to be 'parchment' strewn in a 1-mile-square area. 'The metal fragments,' said the Major, 'varied in size up to 6 inches in length, but were of the thickness of tinfoil. the fragments were unusual,' he continued, 'because they were of great strength. They could not be bent or broken, no matter what pressure we applied by hand.'

The area was thoroughly checked, he said, but no fresh impact depressions were found in the sand. The area was not radioactive. The fragments, he added were transported by a military carry-all to the Air Base in Roswell and from that point he was instructed by General Roger A. Ramey, Chief of the Air Defense Command, to deliver the 'hardware' to Ft. Worth, Texas, to be forwarded to Wright-Patterson Field, Ohio, for analysis. When the press learned of this retrieval operation and wanted a story, Major Marcel stated, 'To get them off my back, I told them we were recovering a downed weather balloon.'

Since the Major's story got publicity, it has been said by some researchers that the retrieved fragments were possibly a part of the Skyhook balloon. At that time, it was classified as Secret. On October 5, 1979, I called Jesse Marcel and got this comment:

**Major Jesse Marcel, U. S. Air Force Intelligence Officer in 1947:** 'The material I gathered did not resemble anything off a balloon. A balloon of any kind could not have exploded and spread its debris over such a broad area. ...I was told later that a military team from my base was sent to rake the entire area.'

#### STRINGFIELD COMMENT:

If there were entities aboard, they could have been destroyed in what appeared to be a violent aerial explosion.

In 1979, the book *The Philadelphia Experiment* uncovered new data about another legendary mystery concerning a warship being invisibly teleported during a Navy experiment in 1943. The authors were Charles Berlitz and William Moore, who are ready for another exposé far removed from sea lore. The theme concerns an alleged crash of a UFO in 1947 near Roswell, New Mexico. Thus, there might be a tie-in with the account offered by Major Jesse Marcel.

Bill Moore told me during a private meeting in Cincinnati in July 1979, that he had uncovered some good firsthand data about the 1947 crash. In trust, he related some of his material and if his informants are as reliable as he alleges, then the Air Force long ago had evidence to back up and make policy about the incursive UFO."

## **Part 7: The UFO Crash/Retrieval Syndrome: Status Report II - New Sources, New Data**

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*"It is common knowledge by those experienced in aerospace science and rocket development  
that no spacecraft or nose cone in 1965 had the capability of a 25-degree  
adjustment  
in flight direction during earth re-entry."* - Clark McClelland, Apollo engineer

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### **Leonard H. Stringfield:**

#### **"PART II: NEW SUPPORT DATA**

I, or any of my research contemporaries, might never live to see the day when all the facts are bared to either verify or completely quash the story of UFO crashes, retrievals, and of the little nondescript bipeds that are kept under official wraps in cryogenic catacombs. The whole truth is beyond my meager range of inquiry. The data I present here are hardly sufficient to change the hard crust of our scientific community. And, if everything I know is true, then perhaps it is also true that other information unknown to me would 'blow the mind,' as the former C.I.A. employee once commented on tape. If, then, the real facts are so unsettling, is it socially wise to hide the truth until the day may come when disaster strikes or a docile segment of our humanity is converted to fear or worship a fetish that does not even exist?

In the meantime, until the official facts can be bared of what I have revealed can be believed, then UFOlogy must continue to live with the UFO Crash/Retrieval Syndrome until its frustrations can be relieved by seeing a humanoid like King Tut on exhibition. But my story is not yet finished. It is not all dominated by anonymous firsthand informants whose reports of a UFO crash/retrieval might be diagnosed as syndrome of a sick mind. There are others of a growing legion of credible people who have provided valuable data. Consider the following:

## ITEM B-1 (REVISED)

Kecksburg, Pennsylvania - December 9, 1965



Kecksburg, Pennsylvania, is about 35 miles southeast of Pittsburgh, Pennsylvania.

Clark McClelland, formerly Director of NICAP, Florida Unit-3, during the period he worked at the Kennedy Space Center as a member of the Apollo program, informed me on October 5, 1979, of an alleged UFO crash/retrieval incident occurring near Kecksburg, Pennsylvania, December 9, 1965. McClelland has since correlated old and newly acquired data, relative to the incident, which is contained in the following report for this paper:

### **Clark McClelland, January 17, 1980:**

'Just before sunset on the evening of December 9, 1965, a fiery object causing a brilliant glow was observed by thousands of frightened and mystified residents of Michigan, Indiana, Ohio, West Virginia, Pennsylvania, New York and Ontario, Canada. A loud aerial explosion occurred causing several shock waves that were experienced by private and commercial aircraft pilots flying over Michigan and Lake St. Clair, east of Detroit. During the explosion, pilots and people on the ground observed something detach from the glowing form and fall to earth near Lapeer, Michigan. Other parts of the object eventually came to earth near Elyria, Ohio; Midland, Pennsylvania; and finally the remainder fell into a rural wooded area near Kecksburg in southwestern Pennsylvania.'



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Witnesses claim to have seen a metallic acorn-shaped object with strange markings in the Kecksburg, Pennsylvania woods on December 9, 1965.  
Drawing by Charles Hanna © 1998 by Stan Gordon Productions.

Retracing the flight of this unidentified flying object reveals some startling facts. One can trace the object's path in a straight line from its initial observation above Lapeer, Michigan, and as it continued over Lake St. Clair, to Elyria, Ohio, in a southeasterly trajectory. As the UFO flew over Elyria, it made an apparent course change of twenty-five degrees which appeared to be a controlled adjustment. This would obviously kill the usual explanation that it was a meteor or a bolide. This conclusion was later advanced by Dr. Paul Annear, Professor of Astronomy at Baldwin-Wallace University, and immediately drew agreement from some Pentagon sources, even though the witnessed fall of physical material from the object to the ground over several cities verified the actual flight path.

Calculations show that the UFO was most probably between 40 and 60 miles altitude when first observed over Michigan. Assuming the object was 60 miles high, it could have easily been observed from Indiana to Ontario, Canada.

Amassing all the distances where witnesses claimed to have observed the glowing mass, we find that it was puttering along at about 17 miles a minute or 1,062.5 miles an hour. This is considerably slower than the astronomically recorded minimum speed of 27,000 mph or the maximum, 144,000 mph that meteors have been measured to be traveling during their plunges to earth. So the college professor and the Pentagon called this mysterious object a meteor or bolide. Hah! Ask yourself - who is kidding whom?

Another possibility exists to explain the mystery object. An inquiry was recently made through the records maintained by the United States Air Force Space Defense Center which is the headquarters of the North American Air Defense Command (NORAD) in Colorado. On January 11, 1980, Mr. Del Kinchey, the Base Public Information Officer, assisted in searching the satellite and space debris re-entry archives for recorded tracking data on the date of the Kecksburg impact. He discovered that on November 23, 1965, the Soviet Union launched one of their spy satellite series designated Cosmos 96. What is interesting about this is that it either aborted or was recalled to re-enter into the earth's atmosphere sixteen days later on the day of the Kecksburg incident, December 9, 1965. Further inquiry concerning the re-

entry data where the Air Force expected the device to impact will be forthcoming in a future edition of this publication.

Even if this does prove to be an explanation for the Kecksburg object, it is common knowledge by those experienced in aerospace science and rocket development that no spacecraft or nose cone in 1965 had the capability of a 25-degree adjustment in flight direction during earth re-entry.

Within an hour following the impact of the object at Kecksburg, a large contingent of military specialists arrived at the scene almost as swiftly as the Pennsylvania State Police and local volunteer fire groups. They quickly cordoned off the area and ordered all on-lookers to leave. One armed forces spokesman was reported to have said, 'We don't know what we have, but there is an unidentified flying object in the woods.'

On January 11, 1980, James Mayes, former Assistant Fire Chief, and Melvin Reese, former fireman for the Kecksburg Volunteer Fire unit at the time of the impact were interviewed. They had both accompanied an unidentified Pennsylvania State Policeman to within 75 yards of the wooded hollow where the crash occurred. Both men report seeing an object flashing. They could not determine the exact shape of the object. Both men agree that there was no fire associated with the impact. James Mayes also recalls that the military unit did set up a command post at the Kecksburg Volunteer Fire Hall. He said that information concerning the affair was relayed to an Air Force Base west of Pittsburgh, Pennsylvania, possibly Wright-Patterson in Dayton, Ohio. Mr. Mayes was not positive, so this disclosure is uncertain.

Mr. Mayes also said he had heard that a large military truck was cleared to enter the restricted area and that hours later the truck reappeared with a large object under a tarpaulin. Other residents of the area recall hearing of the truck hauling something during the night.

The truck rumor was unsubstantiated until Robert Bitner, the Fire Chief in 1965, offered the following information. Mr. Bitner was working at the time of the fall and arrived later than other volunteers who were assisting the State Police and military unit. Later, during the night, Bitner was present near the impact site when a large 10 ton military truck appeared coming from the wooded area. It had a tarpaulin spread over a large object that appeared to be 6 feet high, 7 feet wide and 17 feet long. Mr. Bitner was approximately 25 feet from the truck and the military had personnel standing guard around the entire vehicle. Eventually the truck, under escort, left for an undisclosed destination. Was that place Wright-Patterson AFB or someplace else? No one knows.

The Kecksburg incident was not caused by a meteor or anything astronomical. Of this we can be sure. Perhaps further study of re-entry data will determine an association with the Cosmos-96 that returned to Earth on December 9, 1965. This remains to be proven. Was it a craft alien to earth? Information gained so far may eventually favor this theory. What is certain is that something important was apparently retrieved by the military and as yet,

the object and its origin remain a mystery.\* Clark McClelland, January 17, 1980.'

**\* Stringfield Footnote:**

On November 16, 1979, I was interviewed on the John Signa Show, Radio Station KDKA, Pittsburgh. Other guests were Clark McClelland, Betty Hill and Travis Walton. During the 3-hour session, the Kecksburg retrieval incident was aired. To our surprise, we received four calls from people who allegedly were at the site following the crash. Some claim they saw the flatbed truck under tarp leave the area. Another later saw the hole caused by impact. Three witnessed the military security team who sealed off the area. One, who got too close, was ordered to leave. Although one military spokesman said the retrieved object was as 'meteorite,' McClelland emphasized that he was aware of the UFO's flight pattern prior to the crash which ruled out that explanation.

**ITEM B-2**

**Modesto, California - September 10, 1979**

Randall Clement serves as Dispatcher in a Communications Center for a law enforcement agency in Northern California. He told me on September 11, 1979, that a possible UFO crash or landing had occurred on the previous evening at approximately 7 p.m. in the general area of Modesto, California. He was on duty at the time when two officers of his unit observed a green, luminous object flying at low-level over Shasta County, descending gradually in a southerly course. While linked by phone with the National Alert Warning System, Clement heard that the UFO was confirmed by radar at Vandenberg AFB and that jets were scrambled from an air base. The UFO was described by observers as wobbling in its flight like a pendulum. This he referred to as the 'falling leaf syndrome,' a behavior that is speculated to be associated with a malfunctioning UFO. From other sources, too, I have learned that the wobbling effect, possibly indicating a troubled UFO, is also discernible by certain effects appearing on radar.

**ITEM B-3**

**Colorado Springs, Colorado - Early 1970s?**

Randall Clement first contacted me by letter in January 1978, to relate a meeting with a friend several years ago who had served in the Air Force as a technician. That work brought him to the underground facility in Colorado Springs, Colorado. There, for reasons unexplained, he claims to have seen a dismembered and charred body of an alien humanoid. Efforts are being made to elicit more details.

**ITEM B-4**

## **Ohio/Michigan Border - Spring 1975**

Bette Shilling, working on a college UFO project, first heard of my 'Retrieval' paper when I was interviewed on a Los Angeles radio station in Fall 1978. She wrote to me and I responded by phone when I learned that her friend, an Air force officer, had told her that he knew of a crashed alien craft occurring in the Spring of 1975. At that time, she said, he was Communications Officer at a 'station' in Detroit, and was responsible for transmission of a coded message to the Commanding Officer at another base in Ohio (Wright-Patterson?) about a crash in a rural area near the Ohio border in Michigan. Two dead bodies, and one still alive, were retrieved. Name withheld by request.

### **ITEM B-5**

#### **Naval Air Station, Sunnyvale, California - 1952**

William D. Leet of Texarkana, Arkansas, was long-time respected researcher, former Major, Air Force pilot in WWII and Korea, and co-author of *To Rule The Sky*. He knew of my UFO crash/retrieval research and reached me by letter in December 1978, to relate that he had a lead from Mr. Lynn Ward, which concerned a relative who had seen a captured flying saucer in a Navy hangar in 1950. The witness was Durward 'Buddy' Haak, CPO Radar Observer, while stationed at a Naval Air Station in Sunnyvale, California. In 1952, Buddy Haak was on an ill-fated flight out of San Diego. His aircraft disappeared; no trace of it was ever found.

Buddy Haak, according to testimony received from members of his family, had accidentally entered a door of a large hangar that was temporarily unguarded. He saw a huge, round, saucer-shaped craft with a row of windows. A guard shut the door in his face and ordered him to forget what he had seen, or else. By June 1979, through the efforts of Bill Leet, I had received written statements from two members of the family who recalled the story and managed to get the phone number of Durward Haak's mother. On June 25, 1979, I called Mrs. Haak, who requested that her full name and address be withheld. She recalled her son's concern about seeing the flying saucer. 'It was certainly no aircraft of ours,' she remembers him saying. Although other members of the family connect Buddy's strange disappearance with his knowledge of the UFO, Mrs. Haak did not.

### **ITEM B-6**

#### **Dayton, Ohio, Wright-Patterson AFB - 1953**

Richard Hall, Editor of the *MUFON UFO Journal* wrote in a letter dated March 23, 1979:

'...Don Berliner (aviation writer) just returned from visiting an aviation historian friend in Illinois named Truman Weaver. While there, Weaver showed him a copy of a letter dated March 1978, from a good friend of Weaver's in the aviation

business ... who worked as a technician at Wright-Patterson, retiring in 1954. This gentleman said that he worked 'across the alley' from where they kept the bodies. He said that in 1953, they had 13 of them in a room on the third floor. A strong odor used to waft across the way. Upon inquiring, they were told it was embalming fluid. The bodies, he said, are now stored at a small Air Force Base (Langley) at Hampton Roads, Virginia...'

On April 3, 1979, I called Truman Weaver, a former Air Force Major, who himself had a UFO experience while flying in Korea in 1952. He and crew saw a daylight disc that was 12 feet in diameter under intelligent control off his wingtip. Without hesitation, Weaver gave me the phone number of his friend, Robert Thompson, whom he knew through mutual aviation interests. On the same day, I phoned Thompson. He confirmed the data Berliner had related to Hall about his work at Wright-Patterson. He added, 'Suddenly, the building nearby became very busy, trucks drove up and right into the building. This was before air conditioning was installed and with windows open, I could smell the strong odor of formaldehyde. It was sickening.'

Thompson said he never saw a flying saucer or a little body personally, but he did claim to see what he called an 'interim report.' His boss named McAdams showed it to him and fellow workers, which he said confirmed the rumors that alien craft and bodies were on the base. The next day, he said the paper was snatched from McAdams and officials denied it even existed. Thompson could not remember if the report was on official stationary or marked SECRET or if it was mimeographed. Curious, I called Weaver about such a document. He was not aware of such a report for general circulation unless it was a document that leaked out without authorization. On April 5, Thompson sent me a note which stated briefly: 'The building number was 18F, 3rd floor. The 13 bodies and 2 saucers are at a small air base at Hampton Roads, Virginia, if they have not been moved again. Thompson said he heard about the transfer to Hampton Roads from a source now in Canada and unreachable.

## ITEM B-7

### **Del Rio, Texas - 1950**

On June 25, 1978, James Minton, his wife and I, breakfasted together in a motel in Carlyle, Illinois, on the day Betty Hill, Charles Hickson, and I each addressed the UFO Study Group of Greater St. Louis, hosted by Mrs. Rosetta Holmes, at the Fish Hatchery grounds. Jim and I, over several coffees, discussed our respective interests in the UFO and have since that day 'kept in touch' as I continued to develop new material about the UFO crash/retrieval syndrome. In September 1979, Jim called to relate that he had talked with a former Air Force friend named William Draeger of Austin, Texas, who had uncovered some information about a 1950 craft incident occurring in Mexico.

I knew the incident well. It had been disputed by some researchers. However, I had not pursued the case beyond having referred to the alleged crash in my previous paper (*Status Report I*) At that time, I had

used information related by Todd Zechel to the Midnight Globe. Since then, further research into the case by Zechel and others has revealed that not only the year of the incident was wrong - it was changed from 1948 to 1950 - but also the crash site changed.

Whatever the status of the case, I was eager to learn anything new. So, Minton made arrangements for me to call Draeger the same day. One call led to another as Draeger had hoped to gather information from still another backup source. Like his friend Minton, he was willing and able to probe and was resourceful. Being also honest, Draeger said he was unable to get his other source to talk, but agreed to submit a statement for this paper relative to his investigation in Mexico (names withheld). His letter, dated October 11, 1979, follows:

**October 11, 1979, Statement by William Draeger of Austin Texas:**

'Todd Zechel called me in Austin, Texas, on Sunday, August 13, 1979. He was acting as consultant to a Japanese television crew from Nippon Television Network taping a UFO documentary. They were in Del Rio, Texas, researching the alleged UFO crash which occurred in 1950 (and has at times been erroneously reported as having occurred near Laredo, Texas). On Monday, August 14, I was employed as interpreter for the Japanese crew due to the fact that I was raised in Del Rio and speak Spanish fluently. The retired Colonel, who witnessed the UFO in the air and later on the ground, was also in Del Rio with Todd and reported that the soldiers surrounding the crashed craft were Mexican troops. I contacted the Mexican Army General who had command of that specific area of the border and initially talked with him by telephone. I identified myself and my position and related that in 1950 a UFO was reported to have crashed 30 miles northwest of Del Rio. We had along a pilot who had seen it in the air and later on the ground being guarded by Mexican troops until American Air Force units arrived to retrieve the craft and a body that was found aboard. Without pause, the General answered in Spanish: 'Yes, I know about that. I don't have any papers or documents to prove it, but due to my position, I know about that.'

When I asked if he would consent to an interview, he paused and said he would be busy for 30 minutes, but afterwards would be free for an interview at his home. When the 7-man crew, the retired colonel and myself arrived and we talked with him, he totally denied any knowledge of the incident and on camera he denied and evaded any questions dealing with the incident and UFOs. The General is a military celebrity and began his career as a young Lieutenant serving under Pancho Villa during the Mexican Revolution. He was acquainted with several movie stars, like John Wayne, and became friends with General George Patton when he was stationed at Fort Clark, 35 miles from the border. They played polo together. I believe the General is beyond reproach and that he 'slipped' on the telephone, but maintained strict security for the interview.

I, William H. Draeger, do hereby swear to God that the above statement is the truth, the whole truth and nothing but the truth. (signed) William H. Draeger'

## **Part 8: The UFO Crash/Retrieval Syndrome: Status Report II - New Sources, New Data**

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*"Although I've read accounts of reputable pilots who have seen what they described as UFOs..."*

*I made an effort to get in the room at Wright-Patterson Field where the information was stored*

*and I was denied this request..." - U. S. Senator Barry Goldwater (R-Arizona)*

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### **Leonard H. Stringfield:**

#### **"ITEM B-8**

"The case of the mysterious flying object crashing into the mountains bordering Argentina and Bolivia, May 8, 1978, is well known by research. Was it a meteorite, part of a satellite or spacecraft? Rumors say nothing was ever found after extensive search on the precipitous slopes by Bolivian and Argentine military teams and by NASA.

In June 1979, I received a stack of clippings from Argentine newspapers with stories that claim otherwise. The sender, Nicholas M. Ojeda of Rosario, Argentina, stated in his letter: '...As you know, our country is one of the most visited areas of the world by OVNI's as we call them in Latin America. Last year, May 8, we had a very significant case in the Salta Province in the north of the country. A long object crashed into the mountains. Although some people think it was a meteor or part of a satellite, the case is not closed yet. There is a report of a group of investigators who vanished mysteriously in the area. I really think something big happened in Salta. NASA investigated, but there was not news of it. I have to tell you that in LaPaz, Bolivia, a huge USAF Hercules C-130 carried 'something' from the area where the UFO crashed. What was it?'

When this question and the news of the cargo plane being there was put to Bob

Barry's former C.I.A. contact, he confirmed the flight and admitted, 'I was aboard that plane.' He offered no answer to, 'What was aboard?'

#### ITEM B-9

Lee M. Graham, UFO researcher, whose occupation is as infrared research technician for Aerojet Electro Systems Co., in California. Lee made considerable effort in 1979 to reach a medical doctor (name withheld) through a friend, a school teacher, who had discussed with him privately some aspects of the research that had been conducted on a recovered live alien body some years before. The doctor, said Graham, knew a colleague who still had the records of his work. Graham and friend together finally reached the doctor for an interview, hoping to be given clearance to call the out-of-town colleague. The reply: The colleague had passed away - and so had his medical secretary who knew about the secret records.

It was not all in vain. The doctor, who did talk briefly, recalled certain factors disclosed about the circulatory system. The skin was pliable, or stretchable, over smooth muscles. There was no perspiration or loss of liquid through the skin and no body odor. This information tallied with characteristics made known by my other medical source in Case A-7.

#### ITEM B-10

The Honorable Barry Goldwater, a long-time Arizona Senator and once Presidential candidate and a forthright spokesman on military and political affairs, is respected for his candor for speaking on the UFO subject. But, alas, what he relates is limited. Response to inquiries contain the same general information; however, couched in each there is a variation in the text which is perhaps significant.



U. S. Senator Barry Goldwater (R-Arizona)  
January 1, 1909 to May 29, 1998.

Goldwater's letter to me dated December 3, 1974, follows:

**December 3, 1974 U. S. Senator (R-Arizona) Barry Goldwater letter to Leonard Stringfield:**

'...Let's get this whole UFO thing straight as far as my relationship to it is

concerned. Many years ago, more than I can remember, someone asked me if I believed in UFOs. I said that I neither believed in them *nor* disbelieved in them because I felt that with the billions of planets in our universe, there had to be at least another one which lived creatures that could accomplish things with their brains or whatever they used as brains. I have never seen a UFO, I've never had a personal friend that's seen them, although I've read accounts of reputable pilots who have seen what they described as UFOs. That was about the extent of my statement on UFOs, but since then - and that was a long time ago - **I made an effort to get in the room at Wright-Patterson Field where the information was stored and I was denied this request,** understandably. Frankly, I'm no expert on this subject. I've never made lengthy statements on it. What I've told you just about sums it up ...'

In a letter received by a researcher (S.A.), dated March 28, 1975, Goldwater stated:

**March 28, 1975 U.S. Senator Goldwater letter to researcher S. A.:** '...The subject of UFOs is one that has interested me for some long time. About ten or twelve years ago, I made an effort to find out what was in the building at Wright-Patterson Air Force Base where the information is stored that has been collected by the Air Force, and I was understandably denied this request. **It is still classified above Top Secret.** I have, however, heard that there is a plan underway to release some, if not all, of this material in the near future. I'm just as anxious to see this material as you are, and I hope we will not have to wait too much longer ...'

Then, in a letter dated April 11, 1979, Lee Graham (referred to in Item B-9) who had questioned Senator Goldwater about my letter in (my book) *Situation Red*, received the following response:

**April 11, 1979 U.S. Senator Goldwater letter to Lee Graham:** '...It is true that I was denied access to a facility at Wright-Patterson. Because I never got in, I can't tell you what was inside. **We both know about the rumors.** Apart from that, let me make my position clear. I do not believe that we are the only planet, and of some two billion that exist, that has life on it. I have never seen what I would call a UFO, but I have intelligent friends who have, so I can sort of argue either way. ...'

The emphasis in each letter is mine. In essence, Goldwater is saying that he was denied access to the facility where Top Secret information was stored which he believed concerned the alien craft and bodies. Recall in Case A-3 that my informant, who was stationed at Wright-Patterson during the Goldwater visit, states that the incident caused quite a fiasco among ranking personnel.

#### ITEM B-11

The following excerpted letter, dated June 22, 1978, was received from a source in Florida, who prefers that his name and location be withheld:

**June 22, 1978 letter from Florida source to Stringfield:** '...this letter is in reference to your book, Situation Red. ...To the point, what really grabbed me was the letter published on page 252, which was a reply from the Air Force to Senator Goldwater. ...It is an outright lie.

In 1951, I became a very good friend with a Major in the Air Force, now deceased. I decline to mention his name on paper, but he was an influential person, known throughout the world. I worked for him part time, and while I was in his house one day, he casually tossed a book to me to read. Even though this was over 25 years ago, I still remember distinctly the words on the cover: 'Classified.' I read the book and thought that it was science fiction. ...I don't remember much of what I read, but one picture I'll never forget. The photo showed three or four Air Force personnel holding saucer objects by their rims. The objects were about 3 or 4 feet in diameter and were identified as UFOs. Printed on the bottom right hand corner was 'Official U.S. Air Force photo.'

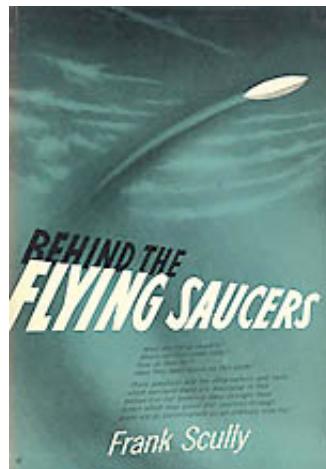
These were remote controlled UFOs that had been captured by the Air Force, that much of the book I do remember ... and, they do have humanoids and UFO craft in their possession.'

**COMMENT:**

I phoned the source and got identification of the Major who was a well known figure. I also got other details relative to the document he was privileged to have read.

**ITEM B-12**

In the long history of the UFO, chroniclers and story tellers representing all levels and from all doubtful depths have surfaced to espouse a theory or an experience. They range from the professional and the authoritative, who have measurably contributed a lasting message, to the opportunist and the charlatan who have done everlasting harm. One, a professional writer, and one of the earliest to release a rhetorical bombshell, was Frank Scully. His only UFO book, *Behind the Flying Saucers*, (published in 1950) was the first to deal with the UFO crash/retrieval syndrome.



*Behind the Flying Saucers* © 1950 by Frank Scully.

But his glory as author was short-lived. His sensational exposé became a sensational hoax. Indeed, the fate of Scully was to change the course of research for almost three decades. As a result of Scully's scandalous smear, which got maximum publicity when the saucer craze was peaking in the early 1950s, it became unfashionable for any respected researcher to write or talk about a crashed UFO or their 'little green men.' Contrary to today, as records will attest, even Encounters of the Third Kind were scantily reported in that early era. So completely was Scully's story put down that some researchers today wonder, in retrospect, if the book and/or its exposure was contrived. Little new information about Scully since his death surfaces for today's evaluation. Any item concerning his life may provide a clue. I have uncovered two letters written by Frank Scully in 1954 that deserve review. They came from a collection of saucer memorabilia bound in hard cover discovered by an Australian while browsing in a bookstore in Florida. While writing my book, he obligingly sent me the material for my research.

Scully's letter on masthead, Desert Springs Chamber of Commerce, dated April 12, 1954 follows:

**April 12, 1954 letter from writer Frank Scully to a Reverend:** 'Dear Rev.  
----- Thank you for your letter of April 4, which I had better answer immediately or it will never be answered, I'm so in arrears. I just returned from a convention held in Giant Rock where 5,000 persons held a Saucerian convention. It is 35 miles from anywhere in the Mojave Desert. All shades of opinion were represented.'

But to get to your letter. My chief witnesses as you describe them have not repudiated one sentence of *Behind the Flying Saucers*. Dr. Gee was a composite of 8 different scientists, whose stories were tape recorded and then synthesized by me where they were in substantial agreement. As for others who have similar stories, there are a whole slew of them. Mine dealt with three saucers and dead crews. George Van Tassel, a former Lockheed test pilot, has out a book, *I Rode A Flying Saucer*. George Adamski tells a personal experience in *Flying Saucers Have Landed*. Another man has one out called *Aboard A Flying Saucer*. He claims he was aboard 11 times. Another, Williamson, has one out, *The Saucers Speak*. There are altogether

about 10 books. Many go beyond mine, but their authors are not writers as such. I am. That's my only profession. I claim to have seen nothing. I simply reported what others claimed they saw.

Right now, I am gathering material for This Side of Saucers. It should prove more sensational than *Behind The Flying Saucers*. I do not know when I will get it finished. Next Spring, probably ... Faithfully (signed) Frank Scully.'

Letter on *VARIETY* masthead, dated June 10, 1954 follows:

**June 10, 1954 letter from writer Frank Scully to a Reverend:** 'Dear Rev. - --- Thank you for your letter of May 21. I've not seen any response to that resolution to turn the saucer inquiry over to civilians, have you? At the Giant Rock Convention, 5,000 people endorsed this view and you might try your Congressman, or your Senator, this being an election year, to try his hand at pushing it through.

As to the Hunrath-Wilkinson disappearance, I'm afraid it was planned suicide on Hunrath's part. They had gas enough for only three hours and could hardly get over these high mountains with that. If they lost their bearings and got over the Pacific, they might easily be drowned without a trace.

I'm in the position of a pathologist having reported on grounded saucers and dead crews, and listening now to personal histories of those who have talked with live crews and even flown in their saucers. My personal history continues to be much more prosaic. I've been very ill for several months and have been doing much research and little writing, but I hope to get on to the latter this summer in the desert. With renewed thanks for your interest, I remain ... Faithfully (signed) Frank Scully.' "

## **Final Part 9: *The UFO Crash/Retrieval Syndrome: Status Report II - New Sources, New Data***

**© January 1980 by Leonard H. Stringfield**

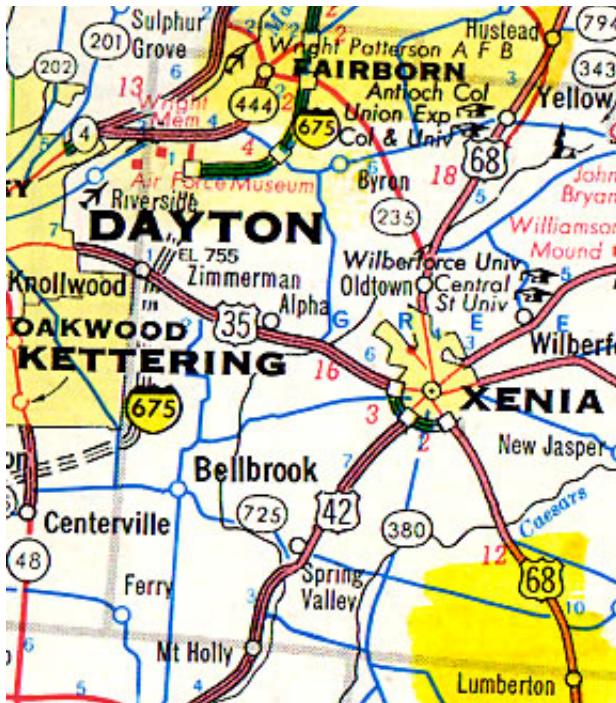
*"An alleged violent incident occurred in the Spring of 1977 in southwestern Ohio which involved an encounter between a landed or disabled alien craft and its crew and a U. S. military detachment dispatched to the site."*

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### **Leonard H. Stringfield:**

#### **"ITEM B-13**

In my first UFO crash/retrieval paper I made brief reference to an alleged violent incident occurred in the Spring of 1977 in southwestern Ohio which involved an encounter between a landed or disabled alien craft and its crew and a U. S. military detachment dispatched to the site. Since it made news and drew inquiry, the town nearest the site has been identified as Lumberton, on Highway 68, southeast of Xenia, Ohio and Wright-Patterson AFB.



Lumberton, Ohio, southeast of Xenia and Wright-Patterson AFB, where human/alien shootout allegedly occurred in spring of 1977.

The incident is one of violence, ending in a western-style shoot-out. Word was that it resulted in 11 American casualties and an unknown number of aliens deaths. To add fuel to this story, which emanated from a research group in Pennsylvania, I learned from another source in Cincinnati that a person working in an 'off limits' area at Wright-Patterson claims to have seen 'bodies on litters' arriving at the base during the same time frame.

Researchers involved in the investigation of this sensitive incident prefer anonymity. It all began when a respected researcher in Pittsburgh overheard the story during a luncheon from an engineer who worked for the city's school system. He, in turn, knew of another person who was supposed to have been involved somehow in the macabre experience. But the key person, despite repeated attempts, could never be reached. Bob Pratt, a respected reporter for the *National Enquirer*, also tried to pursue the case and hunt down the key source. He, too, talked with the secondhand source, but he would not reveal the identity of the principal source.

In October 1977, I also tried to get a lead by calling many law enforcement agencies covering three counties. I got nowhere. It is understandable, if this case is true, that it would be kept under the tightest security.

#### ITEM B-14

February 12, 1979, was a day like all days in my quest for a new material relative to the UFO crash/retrieval syndrome. I had called David Mannweiller, columnist for the *Indianapolis News* who featured a story about an anonymous source with information about the recovery of an alien body from a saucer crash in 1948. He promised he would try and arrange an interview, but his source dried up.

I also got a call from a New York reporter for *The Village Voice* who desired an

interview with me for an article concerning my UFO crash/retrieval material. This also vaporized. And there were other calls, but the real eye opener came about midnight from Larry Moyers, State Director of Ohio for MUFON in Akron.

Moyers pardoned his late call, and as I tried to recover from a half sleep, he jolted me with news so extraordinary that I was not sure if I were in a dream. Moyers had just an hour earlier received a call from a person named Ron Johnson who made the claim that he had recovered a small humanoid body appearing to be injured, but still alive, from a roadside while driving through the Pocono Mountains of Pennsylvania. Confused as what to do next, he put the creature into his car and rove on. About 3 hours later, when he stopped to check the body, he found it motionless and presumed that it was dead.

Johnson described the creature as humanoid, about 3 feet tall, without nose and only one ear. The other ear appeared to have been sheared off. The biped covered with a downy fuzz, had only three fingers with webbing in between, and the feet were 'neither left nor right, not in the sense that humans are.' A metallic cloth covered the entire body. Johnson's main concern, said Moyers, was his fear of legal consequences for allowing the entity to die while in his possession without notifying the police. In desperation, he drove on to his home in Akron and placed the cadaver into a deep freezer. Johnson explained that he had remembered hearing of a local UFO research group and finally got Moyer's telephone number and called him for advice. Because of the lateness of the hour and fatigue, he agreed to see Moyers early the next morning and gave him his address and phone number. Moyers who was concerned called me.

My advice, in the play against time, was for Larry and a trusted friend to go to Johnson's at the earliest next day. Take a camera, I suggested, to photograph a variety of shots of Johnson and his cadaver as proof. Then call an attorney and a medical doctor for their expertise. In the meantime, I told Moyers I would head for Akron and be on hand to advise the authorities, key researchers and the media. But, Larry and I both smelled a hoax.

Early the next morning, Moyers joined by Mike Candusso got to Johnson's house as planned. While parking to check the house number, they saw two women leaving the house. When asked if they knew Ron Johnson, both said they never heard of him. Then Moyers checked the neighbors. No one knew of Johnson. Moyers then phoned the number given him by Johnson. To his dismay, the phone had been disconnected. When Moyers called me to explain his dilemma, I too called the 'Johnson' number. Said the Operator: 'The number you have dialed has been disconnected temporarily at the customer's request.'

Hoax? Probably. Who is the real Ron Johnson? Was his game a ploy to test Moyers with an ulterior motive? And why was the phone number he gave Moyers disconnected and on whose request? Hoaxes, although rare, and other inexplicable acts are not new to me and others investigating mysteries of the crash/retrieval syndrome. Another case in point, and so typical of following a new lead, involved a dentist in Bloomington, Indiana, to whom I was referred as having UFO crash/retrieval information. When I called the dentist he recalled that his brother, a retired Navy Captain in Washington, D. C., had discussed with him several years before his part in the transportation of a crashed alien craft. Seeming eager to help,

he gave me his brother's phone number. But when I called the retired Navy Captain, he said he did not remember ever talking about such an affair with his brother.

There are many other leads bearing promise of information to come by mail, a return phone call, or a visit. Weeks, months, a year might pass. So often the response is nothing; a silence rooted in fears of reprisal or ridicule; or a desire for privacy - or all three combined. This is understandably human. Indeed, I feel privileged to know what I do know and for what I can relate. This is my inspiration. I hope to learn still more with new leads now on hand, and if I persist with patience in this endeavor.

### **PART III: STATISTICAL ANALYSIS OF UFO CRASH/RETRIEVAL EVENTS**

#### 1. Chronology of UFO Crash/Retrieval Events Known By Year

Statistics, it must be emphasized, about reported UFO crash/retrieval events are inadequate and perhaps misleading. In the main, for this analysis, I have used only the sources who can identify the year of the event. Informants in this category range from the firsthand source to those less credible. There are also many reports, even from good sources, with no year affixed to the event and thus are not included in this report. The total number of reported events for any one year might describe a single event rather than isolated events. A breakdown by years follows.

### **Year and Number of Reports**

Prehistoric	1
WWII	1
1947	3
1948	3
1950	3
1952	8
1953	7
1957	1
1962	2
1964	3
1965	1
1965-1968	3
1973	1
1974	1
1975	2
1977	3
1978	4
<u>1979</u>	<u>2</u>

**TOTAL: 49**

The most interesting feature is that the preponderance of reported UFO

crash/retrieval events out of a total of 49 occurred in the 1950s, a total of 19 reports, followed by 9 in the 1970s, 8 in the 1960s, and 7 in the 1940s. These figures indicate that there were more UFO crash/retrieval events in the 1950s, which suggests that in each of the two decades following, the news about the event has been more effectively controlled, or that a later model of the alleged alien craft has overcome a technical vulnerability to Earth's geological or atmospheric or human interferences.

## 2. Geographic Distribution of Reported UFO Crash/Retrieval Events

This cursory analysis concerns C/R reports worldwide from general sources, including those with the year of the event unknown. Again, insufficient data obscure the few credible firsthand reports. From all these diverse sources, I am aware of 16 reports allegedly occurring outside the continental limits of the United States. Three of these, according to a C.I.A. employee, occurred in Russia, two in Communist China.

Compared with the 16 reports outside the USA are 27 allegedly occurring inside its boundaries. The figure 27, however, is ambiguous as it might include more than one source describing the same incident. For instance, in 1947, I have three separate sources probably describing the same incident. This also holds true for 1948, where three independent sources might all describe a single event. Further analysis shows, according to general information reaching me, that 17 of the 27 events have occurred west of the Mississippi River and 10 east of the Mississippi.

Many reports of C/R events in the U.S. are not included in this analysis as no site for the incident is known. For instance, an alleged alien craft having been seen in an Air Force hangar, or a body in deep-freeze, is not a statistical entry. In consideration of all C/R material available, it would only be a guess as to the true number of actual events occurring in the United States. At one time, I guessed at a dozen incidents. But perhaps this is just the tip of the iceberg. On the other hand, if only one or two incidents have substance, then there still would be justification for another *Status Report*.

## 3. Chronology of Crash/Retrieval Events

World War II: England. Crashed craft. Source: military officer. (Case A-1, Comment)

1947: Near Roswell, New Mexico. Fragments of apparent crashed craft observed by Air Force officer. (Case A-10)

1948: Crashed craft plus body, reported by newspaper columnist. (Item B-14)

1950: Mexico, near Del Rio, Texas. Air Force officer observed crashed craft and one body. (Item B-7)

1952: New Mexico. Former Air Force radar specialist learned of crashed craft and bodies. (Case A-9)

1952: Wright-Patterson AFB, Ohio. Military officer, now retired, saw one body. Saw movie film of craft (see Case A-9), UFO files at NORAD, Colorado Springs, Colorado (see also Item B-3). (Case A-4)

1953: Johannesburg, S. Africa, retrieval. (Case A-6)

1953: Arizona. Military officer saw three bodies, one female, at Wright-Patterson AFB, Ohio, learned of crashed craft in Arizona. (Case A-1)

1953: Wright-Patterson AFB, Ohio. Technician reported presence of 13 bodies, saw written report confirming it. Learned two craft were at Langley AFB, Virginia. (Item B-6)

1953: Desert area. Movie film of crashed craft and three bodies seen by former Air Force officer (see Case A-4), a former Air Force radar specialist, a former Army radar specialist, and (about 1956) by a former Air Force officer. (Case A-9)

1957: Southwest United States. Former Air Force Sergeant learned from General about crashed craft and four bodies, craft shipped by rail to Wright-Patterson AFB, Ohio. (Case A-5)

1962: New Mexico. Crashed craft, two bodies, head band 'communicator' (see Case A-7, Comment). Source: Bob Barry, allegedly from CIA contact. (Case A-6)

1964: Ft. Riley, Kansas. Crashed craft reported by enlisted man on guard duty, confirmed by separate source. (Case A-8)

1965: Near Kecksburg, Pennsylvania. Crashed craft. Source: Clark McClelland, NASA employee. (Item B-1)

1966: Wright-Patterson AFB, Ohio. Nine bodies observed by former Army Intelligence officer, now a businessman. Learned there were 30 bodies plus crashed craft. Cited five crashes during 1960s and secret computer files on UFOs. (Case A-3)

1968: Nellis AFB, Nevada. Former Air Force Sergeant described Top Secret report on a UFO landing and encounter with humanoids during which Colonel was paralyzed and weapons were 'jammed,' learned from Air Force General. (Case A-5)

1973: Location not stated. Air Policeman observed three bodies. (Case A-2)

1975: Michigan. Crashed craft. (Item B-4)

1977: Ohio. Violent encounter reported between UFO humanoids and U. S. Military forces. (Item B-13)

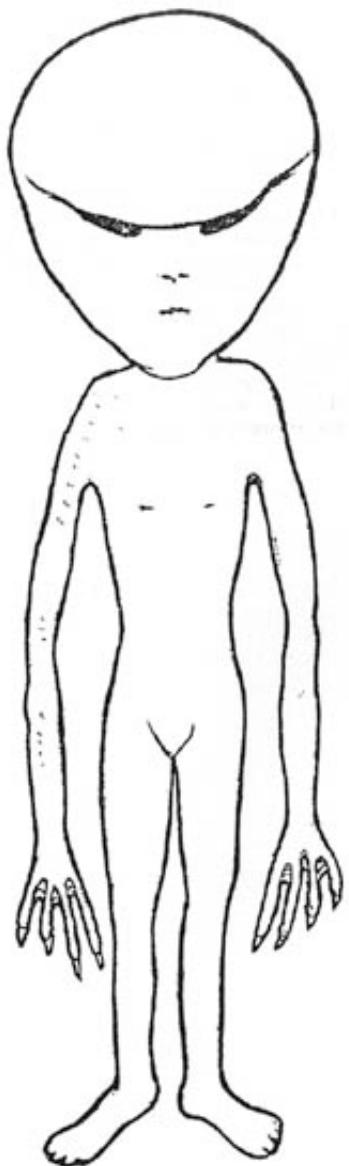
1978: Argentina. Object crashed in mountains, report of U. S. Air Force retrieval. (Item B-8)

## EPILOGUE

Who, in our world, is this strange little mortal of human configuration? Is the UFO crash/retrieval syndrome and its tandem, the humanoid, a part of a grand weird hoax, or an officially or privately contrived deception? Hardly. Assuming that the biped does exist, and my Status Reports assume just that, then is the little 'monster' an experimental creation conceived by a clandestine earthly laboratory? Hardly. Or again, assuming that all my informants are correct, is the creature with an overdeveloped head and atrophied body and limbs a distant relative of primordial man whose beginnings share a common cradle? Or is the creature, born in space and developed through a parallel chemistry akin to the *Homo sapiens*, in an advanced state of evolutionary regression? And finally, guessing again, we might ask if 'it' is a clone developed for tactical and expendable purposes by a higher order of extraterrestrial intelligence?

Whatever the state of its alleged existence, the entity is alien to man. Until more is known, we can only hope that the alien's large head might manifest a high enough intelligence to allow for its intentions to be merely curious and not hostile. With the paucity of reliable, firsthand information, I believe that the suggested use of a graph by which I could show the physiological details reported by each witness can offer little for qualitative analytical purposes. Perhaps the best graphic illustration is contained in the attached composite sketch conceived out of the data from the medical doctor who performed an autopsy.

Leonard H. Stringfield  
Cincinnati, Ohio  
October 29, 1979"



"Drawing of humanoid based on information received from medical doctor who performed autopsy. Data, concerning relative size of head, torso and limbs, and other details, were gathered over a period of

several months in 1979, during which time four separate drawings were submitted for comment. On my first drawing,

he drew a heavy ridge of brow over the eyes, and indicated less length of neck and less drooping shoulders.

After third drawing, he commented, 'Check a 5-month fetus to get proportionate size of head and body.'

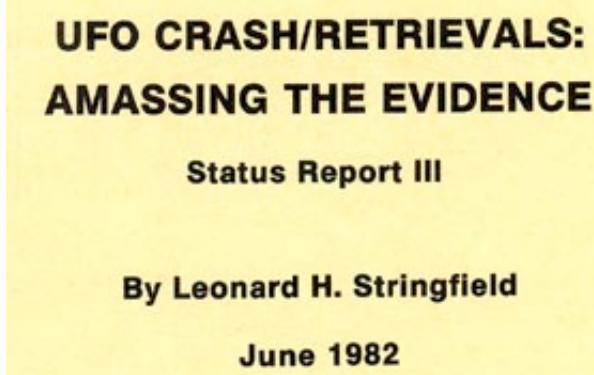
For the final rendition above, he said, 'The proportions are right.' October 29, 1979."

## **Part 1: *UFO Crash/Retrievals: Status Report III - Amassing The Evidence***

**© June 1982 by Leonard H. Stringfield**

*"I don't know of anyone who has access to the (Pentagon) blue room, nor am I aware of its contents and I am not aware of anything having been relocated. ...this thing (UFOs) has gotten so highly classified, even though I will admit there is a lot of it that has been released, it is just impossible to get anything on it."*

- Barry Goldwater, U. S. Senator, Arizona, 1981



*"When you have eliminated the impossible, whatever remains, however, improbable, must be the truth."* - Sir Arthur Conan Doyle

### **"PROLOGUE: THE BIGGEST STORY EVER, NEVER TOLD"**

"Ever since World War II when the first UFOs, dubbed 'foo fighters,' became officially recognized, the mystery of their origin and intent has haunted the minds of man. Most ponder the puzzlement skeptically amused; others want to believe and straddle a philosophic fence guessing for answers. As we head into the decade of the 1980s, serious research has not found the answer either, or the proof to qualify an answer. Officially, the mystery remains *ostensibly* irresolvable. To those wary and who have taken the time to probe, the official position is as mysterious as the UFO itself.

In the decade of the 1970s, it was the big flap of 1973 that got national attention. Then, even the media got emotet over the number of close encounters. But official Washington was *ostensibly* unmoved. The press cooled off and so did the public; both turned from curiosity to apathy. Research, learning from the experience, became better organized, but remained on square one, still debating the classical encounters, EM effects, MIBs and still chasing down reports of lights in the sky.

Then in the late 1970s, the stimulus of abductions in ever increasing number stirred up new controversies. Questioned was the efficacy of regressive hypnosis as a means to determine hidden events during the inevitable time lapse.

Seeking a meaning to all the seeming fantasies, research founded with the popular extraterrestrial hypothesis and got nowhere in search for proof. Then it went off the deep end to seek more exotic explanations where it still founders. In its frustration, even the old U. S. secret weapon answer has been resurrected. Officially, Washington said nothing; *ostensibly* it was not interested. The factor of time had not provided the answer.

Whatever the 1980s bring, UFO landing *en masse* or gradual withdrawal, the past is a matter of record and the record - as most in research will agree - is hidden under an official lid of lead. For some cogent or conspiratorial reason, the real, raw facts - however they might stack up to form the answer - have not been bared. And as researcher know, they cannot be secured through the Freedom of Information Act.

I believe I know some of the real, raw facts about the hidden evidence. Each might be a piece to the puzzle. Yes, the facts, or *alleged* facts, are incredible. By human standards, maybe even ridiculous. For certain they are rooted in a legend that nags research even today and looms as myth to the rest of the world. And so, it all began as a rumor - a terse, unembellished rumor about a saucer and its crew of little men on ice at Wright-Patterson! But the notion was so improbable, it became funny. To make it funnier, some said the little critters were even green. Even research thought it was far out, so much so that it was simply unfashionable for anyone respectable in its ranks to even soberly talk about the possibility, let alone go on record to write about it. Everyone who had done their research spade work remembered Frank Scully, who in the early 1950s wrote a book about a saucer crash in 1948 in Aztec, New Mexico. The book, using some allegedly shady characters, was declared a hoax and Scully was axed into disgrace.

But the Aztec story did not die. Over the long years, new rumors about other crashes emerged. According to witnesses untraceable, UFOs have crash landed. Or, as one source avers, have even been 'shot down' by U. S. Air Force interceptors and retrieved under the highest degree of secrecy.

I decided to dig into the rumors. In my book, *Situation Red, The UFO Siege* (Doubleday 1977), I made light mention of the UFO crash/retrieval subject. To my surprise, my first live source surfaced to tell his story. A pilot in the military reserves, he seemed sincere, had no axe to grind or money to gain and he preferred anonymity.

My new first person report and others, mostly secondhand, were included in my first paper, *Retrievals of the third Kind* which I presented as speaker at the Ninth Annual MUFON Symposium in Dayton, Ohio, July 1978. Surprisingly, my proposed paper got unusual publicity. A story released through United Press wires was picked up by ABC radio nationwide and into Canada. Just as surprisingly, after my talk: dead silence. When I checked with ABC in New York, I was told they were more interested in Pete Rose of the Cincinnati Reds, who was trying to break a hitting record. Fortunately, however, what had been aired earlier was sufficient to open the proverbial flood gates. Emerging were more incredible data from new, independent and credible first person sources, each offering a substantive clue about a military retrieval operation, or information about his observation of the craft or preserved alien cadavers. All, fearful of reprisal and/or wanting no invasion of privacy, insisted on anonymity.

Foremost of my informants during this climactic period, was a medical doctor on staff of a major medical center, who alleged by letter to me (unsigned by prearrangement), that he performed an autopsy on an alien being in the early 1950s. Another informant, through an intermediary, was a CIA employee who guardedly provided some useful data in response to my questions. He also advised some dos and don'ts for me to use as a guide.

Convinced that my pursuit into the UFO Crash/Retrieval subject was substantive - and despite the realization that I invited criticism for hearsay by not revealing the identities of my sources - I released for publication my second paper through MUFON entitled, *The UFO Crash/Retrieval Syndrome, Status Report II*, January 1980.

My persistent probes into this strange and sensitive realm since 1980 have produced some surprisingly sobering information and expectedly, some unpleasantries and frustration. The latter, caused mainly by a series of rapid setbacks in the flow of information first became apparent at some point in time during the late summer of 1980 when some of my key first person informants, who had allegedly seen either the alien craft or the cadavers, became mysteriously unreachable by any means of communication.

By the end of October 1980, after repeated and futile probes to reach these sources, I felt convinced that my pipelines had been deliberately cut. Also, in this time frame, my two key respondents - one medical and the other the CIA employee - admitted they could no longer relate information to me. Implied was a tightening of security. Both would know, as both were still active in secret UFO projects. Even some new sources through intermediaries - who had promised information in person or by mail - faded into sudden oblivion.

As the erosive draught of information on this subject continued through 1981, the negative noise of critics and rumor-mongers grew louder as they belittled my work or attacked my credibility. Feeling neutralized, I decided to withdraw into silence and to watch and wait. Perhaps, I reasoned, there might be just one interloper to break through the web. Or maybe, there would be a signal, for good or bad. But nothing.

Unlike the two previous productive years when I gathered information and published two monographs with only minor interference, most of my efforts in 1981 resulted in disappointment. Aborted was my plan to publish my third paper slated for that year.

Suddenly, starting in September 1981, the long silence was broken. As though somebody pressed a button to 'On,' new sources emerged - eight, in fact - all in short order to each other. Encouraged by the sudden influx of new contacts, I negotiated with each for the next move. As before, I promised anonymity and then I waited. Three promptly became good first person reports. The others, however, faltered. In time, like Cheshire cats, one by one each faded away. Soon realizing that the upsurge was not the beginning of a boom, I reclined again to re-evaluate my position and the amassing material on hand and decided to start writing *Status Report III* without delay.

During this period of resurgence, fortuitously news came from an unexpected source: a new letter surfaced from Barry Goldwater, U. S. Senator, Arizona. Underscoring his apparent distaste for UFO secrecy, it came in response to a letter sent by researcher, Lee Graham, of Aerojet Electric Systems, Azusa, California, who had written to him before without answers. As reminders this time, Graham had enclosed copies of three previously published letters which had appeared in *Status Report II*, all of which told of an Air Force denial to grant him access to a 'room' at Wright-Patterson which stored UFO secrets. Significantly in this letter, dated October 19, 1981, quoted below, Goldwater went a step further, making reference to the secret storage facility as the 'blue room':

**October 19, 1981 Letter from U. S. Senator Barry Goldwater, (R-Arizona) to UFO Investigator, Lee Graham:** 'First, let me tell you that I have long since given up acquiring access to the so-called blue room at Wright-Patterson, as I have had one long string of denials from chief after chief, so I have given up.'

In answer to your questions, one is essentially correct. I don't know of anyone who has access to the blue room, nor am I aware of its contents and I am not aware of anything having been relocated. I can't answer your question six, in fact, I can't find anyone who would answer it.

To tell you the truth, Mr. Graham, this thing has gotten so highly classified, even though I will admit there is a lot of it that has been released, it is just impossible to get anything on it.

I am returning your papers because I know they are of value to you.'

Goldwater's reference to a 'blue room' at Wright-Patterson suggests a more in-depth operation concealed behind the small front office of Project Bluebook. Curiously, the color blue brings to mind the 'blue berets' (See Case A-3, *Status Report II*) and 'blue boys,' described in Case A-9 of this *Status Report III*.

## THE WITNESS MODEL

The first person witness in crash/retrieval research might suddenly surface from out of Anywhere, U. S. A. Such a person, if his or her credentials are good, plays a crucial role because what he or she tells might provide a clue, or a corroborative link, to lend credibility to the greatest story ever, never told.

First person witnesses are rare. Even rarer are those allowing use of their identities. It seems there are risks in talking too much. They stress it; I sense it. When they talk for the first time, I note every word carefully. There might be no second chance.

Also noted is the witness's concern for matters of personal security. Usually in the same breath, assurances are requested for anonymity and measures to prevent the invasion of privacy. Simple requests, indeed, and I have honored them even at the expense of my own reportorial credibility. And interestingly, in most instances, witnesses are not ufologists; curious, yes, but they do not want to be involved in the crossfire of the skeptical media or undisciplined researchers.

Paramount to the objectives of research and to me on its behalf is to establish credibility for the witness. Is the witness sincere? Is his report accurate? And if one or two are not, what of the others? Or we might ask: Are all reports perpetrated by hoaxers, the mentally sick, or by cells of manipulators peddling a package of disinformation? Investigation, even with adequate funds, cannot provide a ready answer. On this premise, I suppose, we could challenge the veracity of any or all UFO reports in reputable research files - some of which are far more outlandish than a crash landed UFO.

Sometimes in research, one can learn more about the sincerity of a person, who claims to know a secret, by what is unsaid. His or her true fidelity might reveal itself through body chemistry, a dart of an eye, the twist of a smile, a play of the hand, or the repetitive use of 'you know' to emphasize a point. But, as it is my work, the person with sensitive information is not always personally available for an eyeball-to-eyeball evaluation. Most, for reasons of security, usually prefer the shield of an intermediary. Safe and pivotal, this go-between feels fewer pressures and knows that he does not have to identify his source and can stop the dialogue at any time if the conditions of his source are not met. In this instance, I have only secondhand 'chemistry.' And if the approach is made by phone, which is the way it usually is in research, then I have only a voice and its intonations. However, most intermediaries reaching me essentially pass the on-sight or telephone tests. Most, in short time, if the conditions are right, will provide credentials for themselves and often their sources.

While much can be debated about witness integrity, the model by which it is presented for public review can also be debated. In this matter, I have had all degrees of criticism from pockets of research. There is no argument against constructive criticism. I favor it. But, hurrah to the day when this subject can be fully aired. Or when the Pied Piper can lead very witness to the point of signing an affidavit or appear on TV without a stocking stretched over his face. But as one 'insider' told me: even those steps would NOT be proof. To help clarify my

position, Dr. Peter Rank, Chief of the Department of Radiology, Methodist Hospital, Madison, Wisconsin, who had heard all the complaints, explains his views in a letter published in the *MUFON UFO Journal* (March 1982) as follows:

**March 1982, Peter Rank, M. D., Radiologist:** I would like to comment on the reliability of information and method of presentation surrounding the paper, The UFO Crash/Retrieval Syndrome, made public by Leonard Stringfield in January 1980. There has been some controversy about the reliability of Stringfield's data with special reference to his reluctance to go public with the names of his witnesses and informants. His failure to identify the sources of information has been sued to cause some doubt upon the reliability of his data. This seems to be unfair. Perhaps the following explanation will help.

For a generation now, ufologists have been unconsciously assuming that the Journalistic Model of reporting is the one which demands the most credence. Information published in the media demands that such stories reveal the who, what, where, when and why of the incident reported. It is assumed that such complete disclosure lends authenticity to the story involved and indeed is a requirement for believability. Most ufologists have adhered to this principle whenever possible. Such full disclosure according to the Journalistic Model has been counter-productive. In many cases, foreknowledge that their names would be published in the popular media has driven away UFO witnesses and certainly has driven away any informants who cared to comment anonymously about the Crash/Retrieval Syndrome.

It should now be clear to all dedicated ufologists more than a generation after Kenneth Arnold's sighting, that a different manner of reporting UFO information than the Journalistic Model is required. Perhaps another alternative should be adopted, specifically the Medical Model of reporting scientific information, and do so in accordance with case history technique. Medical literature frequently has need of describing objective and very personal information about patients. The literature is replete with such case histories. In all cases the patient's anonymity is respected and the patient identified only by initials. These case histories are never challenged on the grounds that the patient's full name is not disclosed, and the underlying integrity of reporting is assumed as a matter of fact.

Might it not be useful for us to adopt a similar approach? Both witnesses and informants would thereby be protected. Witnesses could then report all their data to serious researchers with the clear knowledge that they and their families would never be identified in any publication which might provoke the popular media to descend upon them like locusts at a feast. Informants, many of whom are discussing information that is highly classified, perhaps several levels above the well known 'Top Secret' category, may then feel free to 'go public' with their information without fear of retribution. This would encourage others to come out of the closet and allow considerably more information to develop about the Crash/Retrieval Syndrome.

There is obvious journalistic precedent for this practice. Journalists are, and

always have been, very protective of their sources and have insisted in courts of law that their sources remain anonymous. Legal attempts to force journalists to reveal sources of their information have failed. This guaranteed anonymity has served as a mighty bulwark of a free journalism. It could also serve as a mighty bulwark for a more liberated investigative ufology.

I do not think that the criticisms by Stanton Friedman and William Moore have merit. Their criticisms of Stringfield's desire to protect the anonymity and safety of his sources stands outside the bounds of all reasonableness for a variety of reasons. Let me be clear that I respect their work. Still, I have personally talked to a UFO witness, a CE-III subject, and several military types, and most seek to guard their privacy. It is quite clear that our first responsibility is to consider these people as 'patients' who first of all need our assistance and support, and who second of all, need our guarantee that their privacy and good faith will not be abused."

## **Part 2: *UFO Crash/Retrievals: Status Report III - Amassing The Evidence***

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*"The saucer-like object had a stationary dome in the center, but the outer rim was still spinning in a counter-clockwise direction, and the lights on this outer edge were rotating in the same direction. But what startled us more was the sight of four small bodies scattered outside the craft. They were motionless and appeared to be dead."*

- USAF Search and Rescue Photographer, New Mexico, 1954

### **"THE FIRST PERSON REPORT: CLASSIFIED 'A'**

This paper follows the reportorial pattern established in *The UFO Crash/Retrieval Syndrome, Status Report II*, published by MUFON in January 1980. As before, case history reports are divided into two parts. Reports from first person witnesses are classified as 'A,' while 'B' reports concern secondhand or intermediary information and other relative data submitted by researchers.

#### **CASE A-1:**

HJ retired, resides near Greensburg, Pennsylvania, with wife and family. Served in U. S. Army, saw duty as Sergeant in Korea with 24th Infantry where he was injured. Out-Patient at V. A. hospital.

Initial research in this case was capably conducted by Lois Kukick of Irwin, Pennsylvania (a member of PCUFOR), who visited HJ in November 1978, and again in April 1980, as a prelude to my investigation. Copies of her two reports were sent to me for evaluation and follow-up. During 1980, I talked by phone with HJ several times, although there were interrupted periods when he had been hospitalized. His firsthand observation of a military retrieval operation follows:

As a private in B Company (age 17), HJ and his unit, under command of Sgt. R. S. (name withheld) were on maneuvers near camp Polk, Louisiana, in the summer of 1953. At dusk, a patrol watched an egg-shaped object crash land into soft sandy soil. According to HJ, authorities were notified and both A and B Companies were

ordered to remain at the site until relieved. A special detachment was rushed to the scene, later followed by an ambulance and other special equipment. HJ said he got within 15 yards of the object before he and others of Company B were ordered by Lt. W. (name withheld) to pull back to about 100 yards. 'Peons like me,' he said, 'had to get out of the way.'

According to HJ, the large ovoid object was without windows or lights and was surrounded by a fin-like protrusion at its equator which was still rotating. The ground around it, he said, was burned into a powdery substance like crushed brick and was still hot.

Soon to arrive at the site were top brass and medics. He remembers them going to the hatch on the side of the craft which was open. After awhile, he watched as two medics carried away a stretcher containing a body to the ambulance. Then three others of the (craft's) crew emerged and were aided by the medics as though injured. 'One of them,' he said, 'kept looking at the one in the litter and made strange noises. I couldn't believe what I was seeing.'

According to HJ, softening his voice when he told me his story the first time, the occupants of the craft were only three and a half to four feet tall, of very slight build and walked as though they had no knees - very stiff, bending only at the hips.

From his vantage point, said HJ, he could not distinguish any features of the hands and commented: 'They looked like they were wearing mittens.' The large heads, also without features, he believed were covered by a helmet. Their uniform, tight-fitting, he described as dull metallic green.

He later heard that the survivors had been sent to a hospital and 'put into isolation,' but all had soon died. He also heard that their cadavers were sent to a medical center near Washington, D. C.

The crash site, said HJ, was roped off for a 50 mile radius. MPs were put on guard everywhere. Restricted to the post for two days, the men of Company B were then called into an Intelligence office and told that what they had witnessed was a secret Army experiment and they were warned not to talk about it.

According to HJ in his testimony before Lois Kukick in person and to me by phone, every person who had anything to do with the retrieval operation was subjected to 'every kind of test' for three days at the base hospital.

In her report to me, Lois Kukick commented: 'I think we're on to something big. He was reluctant to talk about it to me at first, but agreed when I told him it would be held in confidence. He does not want publicity.'

To help better understand and clarify some issues in the incredible story told by HJ to Lois Kukick and me, and to refute the occasional charge that my C/R cases are hearsay, I got his approval to allow Dr. Peter Rank (see 'The Witness Model') to call him at home at anytime and to freely question both his case and HJ personally on a medical level. Dr. Rank's letter to me dated March 15, 1982 follows:

**March 15, 1982 Letter from Dr. Peter Rank:**

'Dear Len ... I hasten to reply to your request about my telephone call to HJ. I called Mr. J on a Sunday early in December and had an extensive hour long conversation with him.

Mr. J. is, by his own admission, now in his early fifties. In 1953, he was a young man in the U. S. Army Infantry undergoing basic training at Fort Polk, Louisiana. I believe it was in July. His basic training over, the last training exercises included full scale maneuvers using the uninhabited military reservation near Camp Polk.

One evening, at approximately 7:00 p.m., he was on maneuvers with his platoon which was comprised of approximately 8 or 9 men. All the infantry men in the area were divided into the red and blue teams and given military assignments.

He and his platoon saw an unidentified flying object land 'out in the boondocks' and just sit there. It was as wide as a three bedroom single story ranch house. Using their walkie talkies, the platoon contacted headquarters and advised them of same.

Shortly thereafter, medics, military police and high ranking brass appeared. Mr. J and his platoon saw the medics carry one small humanoid out of the unidentified flying object on a stretcher and assist the others walking out of the unidentified flying object. A portion of the UFO fell away revealing a ramp which permitted access to the interior.

All the individuals in the platoon were strictly warned not to discuss the incident. He and his platoon were not given terminal leave following training and were sent immediately thereafter to Korea.

Mr. J. is a relatively unsophisticated and uneducated man. It is my judgment that he does not have sufficient imagination to make up this story, and furthermore, to maintain this story over a period of nearly 30 years. He also provided corroborating names and addresses, although the addresses are probably outdated.

In relating his story, Mr. J. provided the ring of authenticity. In my judgment, he has no secondary gain. He is not a hoaxter. He is too naive to manufacture this story and, indeed, too unsophisticated to appreciate its true significance.

All the details provided to me by him have a close corroboration with other similar UFO incidents. Mr. J. has also indicated that he has never read anything on UFOs. Indeed, I doubt whether he can read very well at all.'

**Leonard Stringfield Comment:** During our many phone calls, HJ mentioned that he had the names and addresses of other Company B personnel 'tucked away' with other army-day papers, which he could not readily find. Eventually, he found them and on my request, he sent them to Dr. Rank who in turn sent them to me for

follow up. I also requested during phone calls in September and October 1981, that he consider sending me a signed statement highlighting his retrieval experience. He consented, wrote three pages, and signed his name. His wife mailed the letter at the local Post Office on October 3rd or 4th. It never arrived. On February 3, 1982, I called HJ to inquire about his health and to advise him to send another statement by registered mail. His phone had been disconnected.

#### CASE A-2:

KA is married, retired and resides in New York City. Served in U. S. Air Force, 1954 -1955, member of local astronomy group; won achievement award.

Initial investigation into this case was commendably conducted by researchers Fred Schaefer, Gerald Miskar and Linda Robinson, all in New Jersey. Included in a 34-page report prepared by the Schaefer Group is a first person account of KA's mission in a military retrieval operation of a crashed UFO in New Mexico in 1954, a state map showing the approximate crash site, and a drawing by KA showing the position of the crashed craft in relation to four alien fatalities strewn outside the craft and attempts by Schaefer to obtain verification of certain data and his group's evaluation of the case.

The Schaefer Group first learned of the incident on February 28, 1981, while attending a lecture given by James Mullaney at the Edmund Scientific Co. in Barrington, New Jersey.

It was during intermission that KA came forward to Mullaney, hoping to find someone he could trust to relate his UFO experience. Schaefer, having Mullaney's acquaintance, was introduced to KA, who preferred to remain unidentified at that time. With time pressing, arrangements were made to meet again on March 7, 1981. But KA stressed one condition: Schaefer must agree to swear on a Bible that he would never divulge his name or address to anyone.

Through the cooperation of Clark McClelland of Pittsburgh, channels were cleared for me to receive the Schaefer report on October 1981, and through negotiation with Schaefer, I was able to make direct contact with KA in December 1981. By maintaining a close liaison with KA and the Schaefer Group, I have been able to gain more information.

Following is a reconstruction of KA's oral statements, in first person, as prepared by the Schaefer Group:

**KA, former USAF 1954-1955 about UFO crash near Roswell, NM on April 12, 1954:** 'Early in 1954, I joined the U.S. Air Force. Even though I was only eighteen years old, I had acquired a good knowledge of cameras. My reason for joining the Air Force was to make use of this knowledge in the field of aerial photography.'

I took my basic training at Sampson Air Force Base near Geneva, New York. After completing about one month of basic training, I was approached by an

officer who told me to pack my gear because I was being reassigned to another base for special training. That same day, four other airmen and I were flown via Mohawk Airlines (charter) from Sampson to what is now Kennedy International Airport in New York City. There we boarded another chartered airliner (airline unknown) and were flown to Roswell, New Mexico (Walker Air Force Base). There I began special training in the Sikorsky H-19 helicopter, also known as the 'Flying Bathtub.' This training was conducted in relation to desert search and rescue operations.

On April 12, 1954, between 6:30 and 7:15 p.m., I was playing ping-pong with my fellow crew members when we were ordered by an officer to pack our gear in 15 minutes and report to the flight line, as there had been a crash in the desert and it was our mission. (Our crew was known as Rescue 4.)

When I arrived at the flight line, our chopper was ready to depart. As we were taking off, an unfamiliar voice said over the intercom, 'Men, this is not a drill. This is a red alert scramble.' It was then that I realized that someone in the cockpit, other than a regular crew member, was in complete command of the aircraft and was giving orders.

As I remember, we headed north with Route 285 to my right. We flew approximately 25 to 30 miles, passing over a lake at that point, and then changed course to the northwest.

We continued heading in this new direction for about 10 miles, where we cleared a small cliff. Suddenly, below and slightly ahead of us, we saw what appeared to be brightly flashing red, blue and yellow-white lights. As we flew overhead at an altitude of approximately forty feet, we could plainly see below us the outline of a round silvery object. After hovering for a few minutes, we descended to thirty feet. At this point, the 'stranger' in the cockpit gave the order to turn on the spotlight. When the light was turned on, we saw below us a round, metallic, saucer-like object, approximately 40 to 50 feet in diameter. The craft appeared to have crashed edgewise into the sand.

The saucer-like object had a stationary dome in the center, but the outer rim was still spinning in a counter-clockwise direction, and the lights on this outer edge were rotating in the same direction. But what startled us more was the sight of four small bodies scattered outside the craft. They were motionless and appeared to be dead. Even from our altitude (thirty feet), it was obvious that these bodies were abnormally proportioned. They were small in size, approximately 4 to 4.5 feet tall, with extremely large heads which were out of proportion to the rest of their bodies. They were dressed the same, in tight-fitting, dark blue uniforms. They wore no helmets. Even with the spotlight shining on them, their faces seemed to have a light green, luminous tint. After observing the incredible sight below us for several minutes, we just looked at each other in disbelief.

At this time, I was ordered to take several pictures from different angles while the helicopter hovered at thirty feet. Then the order was given to land,

and our helicopter touched down approximately one hundred feet away from the object.

After I jumped out of the chopper, two things immediately became obvious: (1) the overpowering stench, like that of automobile battery acid that permeated the area; (2) the headlights of several approaching ground vehicles. As these ground vehicles came nearer, I glanced at the cockpit of our helicopter in order to get a look at the 'stranger' who was giving the orders. Unfortunately, the dim lights of the control panel revealed only the head and shoulders of a man.

At this time, the ground vehicles, which included several trucks, arrived on the scene. Approximately fifteen to twenty men dressed in fatigues emerged from the vehicles. Some of these men were wearing side arms, but I did not notice any rifles or automatic weapons. As we walked toward the site, one of the members of the ground crew stopped us about forty feet from the object and informed us that we could go no closer. by this time, the stench was so bad that one of the ground crew members vomited right in front of me. I was then ordered to take several pictures of the crashed object and the alien bodies, but I was not allowed to move any closer than forty feet.

While I was taking these pictures, the ground crew began very carefully to put tags on the object and on the bodies. During this time, I got into a brief conversation with a member of the ground crew. He told me that on the side of the craft opposite us was a small open hatchway. He said that he had looked inside this hatchway and saw two more dead bodies similar in appearance to the four lying outside the craft. He said that the manner in which these bodies were positioned indicated that the aliens had tried to crawl out of the craft on their hands and knees.

After I had finished taking pictures, we were ordered to return to Roswell. Just before landing at Roswell, we were instructed not to leave the helicopter until ordered to do so. As we were landing, our helicopter was approached by several staff cars. After we touched down, our crew was divided into two groups of two. Each pair entered a staff car and was driven to an old barracks-like building known as Building # 5. And here is where three days of what we called 'a living hell' began.

When we reached Building # 5, we were put into separate rooms and restricted there. Soon after, four men dressed in civilian clothes and wearing black ties entered my room. they identified themselves as 'Intelligence officers.' Three of these men then left the room. The man who remained asked me to tell him exactly what had occurred in the desert. After I had related my experience to this man, he left the room, but was replaced by two of the others who proceeded to tell me 'what I did not see.' When these men departed, the fourth man entered, carrying some type of written material. He told me to pay close attention to what he was about to read. He then read what sounded like some kind of military law that referred to the penalties that would be imposed upon me - fine, imprisonment at hard labor, and general discharge - if I were to reveal my experience regarding the

mission in the desert to anyone. After this man had finished reading this information, he left the room and was replaced by the first Intelligence officer. This procedure lasted from three to four and a half hours on the first day, and continued throughout the next day and the following day. (April 12, 13, and 14, 1954.) The other members of my crew were experiencing the same ordeal at the same time in their separate rooms.

## Retrieved Disc Stored in Hangar 18, Roswell, New Mexico

While we were being interrogated, scuttlebutt had it that the 'saucer' was brought onto the base and an attempt was made to house the object in Hangar 46. However, Hangar 46 was too small, so the craft was eventually stored in Hangar 18.

The day after we were released from interrogation, we were flown by helicopter to the crash site. As we hovered, one of the four Intelligence officers who interrogated us pointed to the ground and said, 'See, I told you guys that you didn't see anything.' As I looked over the area, it appeared as if the site had been 'gone over with a fine-tooth comb.' It looked as if nothing had ever crashed there. I couldn't even see the impact area! After this flight, we were released to our barracks.

Shortly after we returned to our barracks, the pilot of my crew went to his locker and grabbed an ULTRA F-5 camera that he had stored in his locker (but which he was not authorized to have in his possession). He then went into the latrine, stood on the commode, and began taking pictures through the window of the activity around Hanger 18.

As for me, I was so exhausted from the ordeal of the past three days that I flopped down on my bunk and immediately fell asleep. When I awoke the next morning, the pilot, his gear and the camera were gone - and I never saw him again!

From that time on, activity around Hangar 18 was top security. No one but the top brass could enter or leave the area. The hangar itself underwent reconstruction and modification in the following two weeks. According to a construction worker I spoke to, Hangar 18 was expanded 'to a width of nine stories and a depth of eleven stories.' Heavy refrigeration equipment, radar equipment and sophisticated computers were installed.

During this time rumor had it that another UFO crashed near Bandelier, New Mexico, on April 24, 1954.

After an undetermined period of time elapsed, we were sent back to Sampson AFB. Upon arrival at my barracks, I was immediately confronted by my sergeant who was furious about my absence. He accused me of going AWOL and assigned me every possible extra duty he could think of.

After a brief period of this unwarranted discipline, I could take no more. I finally broke down and told the sergeant where I had been and what I had done during my absence. But he did not believe me. At that point, my mind snapped and I had a nervous breakdown. I was immediately placed in the base hospital where I remained for at least three months.

During my stay in the hospital, I remember a doctor injecting me with a large needle, which made me feel as though I were in a drunken stupor. I was then led to a room where four or five people were seated around a table. On the table was a large microphone (similar to the microphone used during my interrogation in Building # 5 at Roswell). These people then began to ask me questions about the UFO retrieval incident in the desert in New Mexico. Because of the effect of the injection, God only knows how I answered the questions. The shot also affected my vision, as I could not clearly see the faces of the individuals who were interrogating me.

On the day I was released from the base hospital (approximately three months later), I was told to report in uniform to the base commander's office. Under escort, I entered a room and was faced by a colonel seated behind a desk. After I saluted him, he returned the salute, rose to his feet, handed me a manila envelope and said, 'this is your general discharge. As of this date stamped thereon (March 7, 1955), you are no longer a member of the United States Air Force.'

I stood there with my mouth open and asked why. the Colonel replied, 'You were told not to reveal any information about the incident in the desert. However, against orders, you did reveal details about the incident to your sergeant. Thank God, for your sake, you revealed this information to another member of the Air Force. Had you spoken to a civilian, you would have been fined and sentenced to prison.'

I protested and explained that my sergeant had accused me of going AWOL! The Colonel interrupted and said, 'You are dismissed!'

We saluted and that was the end of my Air Force career - but not the end of my torment."

## **Part 3: UFO Crash/Retrievals: Status Report III - Amassing The Evidence**

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"[N.J. state trooper] described aerial object as oval-shaped, with no details, and glowing with a bluish-green color. His radio transmission was cut off. At that time in front of his police car appeared a thing, about 4 feet tall, greyish-brown, fat head, long arms and slender body."

- USAF Security Policeman

"**Fred Schaefer's report on KA's aftermath:**

Since 1954, when this incident allegedly occurred, KA has been having intermittent nightmares about his experience in the desert. During the year 1981, these nightmares have grown in intensity and frequency, causing KA much anguish. During the lecture at Edmund Scientific Company in March, KA saw his opportunity to reveal details of his UFO retrieval experience to someone who would lend an understanding ear; thereby helping to alleviate his mental torment.

**Leonard Stringfield:** During a long chat on December 10, 1981, KA told me with vocal sincerity, 'I was taught to tell the truth,' as he related details of his experience, some confirming what the Schaefer report related, and others new to me. I felt that KA was telling it as it was. Describing the crash scene, he said: 'I thought I was in a set in Hollywood.' But fantasy was soon dashed, he said, because of the terrible stench in the crash area and watching one of his buddy's regurgitate. The stench, he said, was like battery acid and ammonia. Other details follow:

- 1) While KA's chopper was still at the crash site, a second chopper landed. At least four men got out wearing white pants and long white coats. KA tried to take a picture of one of the new arrivals, but was told angrily, 'Don't take a picture of me. Just take what you were told to take.' The second chopper landed much closer than KA's, scattering sand from its prop-wash.

2) While KA was taking pictures of the saucer on the ground, he saw a silver or aluminum-colored metallic box on the ground about 3 feet long and 1 1/2 feet high with numbers printed on it. There were also words printed on the box which were indistinguishable. He tried to take pictures of the box, but was stopped by a member of the ground crew and told, 'Get the hell away from that.' (Comment by Len Stringfield: Probably a detector device.)

3) All members of the ground crew wore green fatigues with no insignia or rank identity.

4) There were four or five large dogs on leashes by the trucks.

5) The pilot of the chopper also vomited. He was pale like a ghost for several days.

6) I asked how many rolls of film he took. KA's answer: Four canisters, two large; a total of 36 exposures. The camera was turret-mounted and looked like an accordion. ULTRA-F-5 was the filter used, not the camera. He was instructed to take pictures from all angles on and above the ground. However, he was told to take more pictures from the ground. He was also told to use all the film. These instructions came over the intercom. He was also instructed to leave the film on the chopper when they landed. The officer in charge stayed onboard after they landed.

7) KA would not disclose the names of the fellow members of Rescue Team 4. Following our talks in December, KA told me with concern that he had been reminded by phone, and more surprisingly, by a stranger he encountered in his neighborhood drugstore, that he should not talk about his part of the retrieval operation. Again, he was called and warned of consequences following a phone call I made in January 1982.

COMMENT: KA's torment over his long-ago experience is obvious and so is his fear of reprisal, which is shared by his wife. Although vague on certain issues such as his hospitalization after the incident, I believe that his reticence (or blackout) might be a result of experimental drugs or other methods known to have been used by military Intelligence in the post World War II years to confuse the mind or to program it to forget. KA does admit, backed by his wife's testimony, that he experiences recurring nightmares recalling phases of the incident and of people involved.

#### CASE A-3:

Mail irregularities in my special research have a high incidence rate. Not so with routine UFO matters or the monthly bills. The foregoing case, one of possible great significance if true, is exemplary of mysterious postal handling. Because of the obvious non-delivery of follow-up letters to and from the principal involved, the case remains incomplete.

The story begins with a letter that had military masthead and was dated September

16, 1980, from a Sergeant JM, APO San Francisco. The Sergeant's letter, among other letters on the UFO subject, was probably in response to an Armed Forces radio re-broadcast of my interview on UFO crashes with the popular Charlie Tuna Show, KATZ, Los Angeles. The Sergeant's disclosure on official stationery follows:

**Sergeant JM, September 16, 1980:**

'Department of the Air Force  
...Security Police Sq. (PACAF)  
APO San Francisco, California 96239  
Reply to: (Name and home address withheld on request)  
Subject: Response to Request of Information in Relation to UFO contact and other Related Information  
To: Len Stringfield

- 1) In January of 1978, I was stationed at McGuire AFB, N. J. One evening, during the time frame of 0300 hrs. and 0500 hrs., there were a number of UFO sightings in the area over the air field and Ft. Dix Army Camp. I am a security policeman and was on routine patrol at the time. N. J. State Police and Ft. Dix MPs were running code in the direction of Brownsville, N. J. A state trooper then entered Gate # 5 at the rear of the base requesting assistance and permission to enter. I was dispatched and the trooper wanted access to the runway area which led to the very back of the air field and connected with a heavily wooded area which is part of the Dix training area. He informed me that a Ft. Dix MP was pursuing a low flying object which then hovered over his car. The N. J. state trooper described aerial object as oval-shaped, with no details, and glowing with a bluish-green color. His radio transmission was cut off. At that time in front of his police car appeared a thing, about 4 feet tall, greyish-brown, fat head, long arms and slender body. The MP panicked and fired five rounds from his .45 cal. into the thing and one round into the object above. The object then fled straight up and joined with eleven others high in the sky. This we all saw, but did not know the details at the time. Anyway, the thing ran into the woods towards our fence line and they wanted to look for it. By this time, several patrols were involved.
- 2) We found the body of the thing near the runway. It had apparently climbed the fence and died while running. It was all of a sudden hush-hush and no one was allowed near the area. We roped off the area and AFOSI came out and took over. That was the last I saw of it. There was a bad stench coming from it, too. Like ammonia smelling, but was not constant in the air. That day, a team from Wright-Patterson AFB came in a C 141 and went to the area. They crated it in a wooden box, sprayed something over it, and then put it into a bigger metal container. They loaded it in the plane and took off. That was it, nothing more said; no report made and we were all told not to have anything to say about it or we would be court martialled.
- 3) I will be getting out of the Air Force in about two months. Do not disclose my name as I could get into trouble. I am interested in pursuing this and

other matters if you need help. Forgive me for not signing this, but I can't take any chances. Please reply to the above address and my parents will forward it to me or I will be home already. Don't send it here because they monitor all mail closely and I again don't want to take any chances.'

**Len Stringfield:** Upon receipt of the above letter, I answered on September 27, 1980, with a long letter to his home address with many questions and enclosed a copy of *Status Report II*. I received no reply.

On November 18, 1990, I sent a follow-up letter asking about the delivery of my earlier letter and offering to meet him in person. To this I received a reply dated November 27, 1980, in which he said he did not receive my previous letter. Said JM, 'I don't know why. I am now out of the service and am home. I am prepared to answer your questions. ...The desk sergeant that night was Sgt. 'C' (name on file), and he would know much more. ...I would like your next response ASAP and I will try to give you my phone number by then.'

I wrote to JM again dated December 4, 1980, and enclosed a xeroxed copy of the first long letter with questions. He did not respond.

I sent another letter dated February 16, 1981, expressing my concern and gave assurances of anonymity. He never responded. I tried to make connections via the telephone, but to no avail. He disappeared into thin air and with him a case as sinister as the Lumberton affair cited in *Status Report II* (See Case B-13), and in the Postscript of this paper. One more follow-up was made by researcher and confidant, Richard Hall of MUFON, who sent a certified letter to JM dated April 10, 1982. Although it was received and signed by JM on April 12, 1982, there has been no response.

#### CASE A-4:

V. A. 'Posty' Postlethwait of Phoenix, Arizona, formerly served as Captain in the 82nd Airborne and was on detached service, G-2 (Intelligence) V-Corps, Pope AFB in the Ft. Bragg complex in North Carolina. Posty was referred to me by Bill Jenkins of KABC Los Angeles radio, April 1980, when I was a guest on his 'Open Mind' show.

Reaching Posty I found his credentials good and so was the information he shared concerning a UFO crash at White Sands Proving Grounds in 1948. As a Captain in G-2 Air, he was cleared to see a TOP SECRET message coming in by TWX from the 3rd Army Headquarters, Atlanta, Georgia. Directed to the Commanding General (with copy to G-2), the message described the crash of an alien saucer-shaped craft 100 feet in diameter, 30 feet high, with one portal window blown which caused suffocation to the five occupants. Among other items cited, as Posty recalled, the bodies had turned blue and were about 4 feet tall with oversized heads by human standards and that the metallic skin of the craft was as thin as a newspaper, but too tough to penetrate by conventional tools. He also recalled hearing that private property was purchased to facilitate transporting the craft to the base.

Posty said the full story, beyond what he had heard at the base, was published in an article appearing in a 1948 issue of *Coronet* magazine. When the issue was released, he heard that authorities had confiscated all copies at the *Coronet* office and most that reached the newsstands. A few survived, a copy of which he had seen years ago.

COMMENT: Needed is a copy of *Coronet*, month unknown, 1948. Significant is Postlethwait granting me permission to use his name in this report.

#### CASE A-5:

RT married, was a former Marine, rank PFC, assigned to Canine Corps at Camp Pendleton, San Diego, California, with Alpha Red TS Crypto Clearance. Served 6 years in Vietnam. Resident of Las Vegas, Nevada.

In this first person report, RT alleges he was at a UFO retrieval site, 1967. Following RT's disclosures to me in July 1980, supported by data from APRO (Aerial Phenomenon Research Organization) records of his phone calls to that office, is a weird unfolding drama of harassment and violence, a strange visit, and the grim consequences which allegedly befell one of its on-the-spot investigators, RC, also of Las Vegas.

Through RC, my intermediary - who was formerly a U. S. Narcotics agent - I reached RT by phone. According to RT's testimony, he was given 45 minutes notice before departure by plane from Camp Pendleton to a retrieval site 'somewhere in the desert' on July 3, 1967.

As a trainer in the Canine Corps at his base, he and his dogs and other marines as a team were flown in a light cargo transport for 2.5 hours to the site, landing on a makeshift strip carved out by a road grader. The windows of the transport were blacked out, he said. At the site, among the cactus and tumbleweed, were tents, a small quonset hut and what appeared to be a small pre-fab hangar. Busy were men in military fatigues without insignia. Told nothing about the status of the operation, he was assigned to a post for guard duty, given orders, and told to use only one designated path to the mess tent and latrine.

Curious, said RT, he decided on his fourth day to see what was so hush-hush and took a different route to the mess tent near the hangar. When the guard had his back turned, he peeked inside the hangar and to his shock, he saw a metallic disc, or saucer, about 30 feet in diameter. On top was a dome. There were no windows. Around the craft were men at work and tables on which were technical instruments. He also saw a large walk-in refrigerator unit on skids and several empty body bags. 'If there were bodies,' he said, 'they had already been shipped out or maybe they were in the freezer.'

RT's one good glimpse into the hangar was also his undoing. The guard nearby nabbed him and he was escorted to the headquarter's tent where he faced the officer in command, Colonel 'P' (name on file), U.S.A.F. Medical Corps. Reminded

of his Security Oath, he was confined to quarters and sent back to Pendleton for punishment.

Thirteen years later, RT decided to tell his story. He admitted to seeing the movie, 'Hangar 18,' knew it was fiction but said its emotional impact on him conjured up in his mind the hangar in the desert which he knew was not fiction. He first told his story to Wendelle Stevens and RC in Las Vegas and called APRO. Then, like the day he went down the wrong path at the retrieval site, he got into a new hornet's nest of trouble.

According to APRO records, RT called in to their office to report each incident of harassment starting July 14, 1980. On July 14, RT claimed he was visited by an Intelligence agent who reminded him of his Security Oath. On July 21, 1980, RT claimed that his apartment was pillaged, maps and all UFO memorabilia taken. Called police. On July 22, 1980, visitor came to apartment with threats. RT excused himself to bedroom, got a 45 cal. gun, forced the intruder to show ID at gun point, and performed a 'citizen's arrest.' He called police, the intruder was 'booked.' Also, there was a man waiting in the limousine outside. the police checked the intruders' credentials and released them. On July 28, 1980, RT called to relate that he was visited by a person dressed in black who offered to exchange UFO information. This was the last call made by RT to APRO, according to available records.

During the period of RT's contact with APRO, I was receiving similar information by phone from my intermediary, RC. Needless to say, I had difficulty in digesting the adventures of his source. Then , on August 11, 1980, it was arranged for me to reach RT to discuss firsthand the events of the past month. Hearing it from RT, the story seemed less fanciful or less contrived. When I asked about the intruders' ID, he said, 'C. I. A.'

The story told by RT about his visitor, a man dressed in black, might have been penned by Poe. During the stranger's 45 minute unannounced visit, RT's dog, a shepherd, behaved uneasily. Once, said RT, he asked for a glass of water, but when he was approached, he uttered, 'Don't touch me.' RT also noted that during their conversations about UFOs, the visitor always spoke in the third person, using 'we' or 'they.'

According to RT, the visitor - while describing a UFO incident - suddenly produced from his briefcase a half dozen color photographs. 'Each showed a small cadaver or parts, not human, in what appeared to be a hospital operating room,' he said. 'I would judge they were just about four feet tall if scaled with the tables they were on.'

One photo, said RT, was a close-up of a hand with four fingers, long and slim, with no opposable thumb. 'Another,' he said, 'showed the top of a humanoid head, the flesh cut open and drilled into.'

Still another showed the upper torso of chalky complexion with an incision into its chest, he said. And another showed a body burned in its suit. 'But there was one photo that really convinced me,' said RT with emphasis. 'It showed three doctors in the process of dissecting a body on top of a slab with a gutter around the edge.'

'See any blood?' I asked.

'If their blood is red, there wasn't any,' he replied, or words to that effect.

'The photos looked real to me,' he said, when I asked for his opinion of them.

I called RT the following day, August 12, 1980, on a tip from RC who learned that RT and his wife might move from their apartment in the next day or two. He seemed restrained, his words hesitant, but he tried to be courteous.

'Maybe I should not be talking on this subject anymore,' he said. He then went on to explain that he was having a 'social security number problem' and that it was causing a delay in money to pay the rent.

That was the last word from RT, although he promised to send me his new address. I have since heard from Wendelle Stevens who heard that RT was working for the Atomic Energy Commission (AEC), had all of his debts paid, and was not talking to anybody about UFOs anymore.

But this anecdote does not end with RT. Events just as strange allegedly happened to RC, my intermediary who seemed ready and willing and unafraid to move mountains in his probes to get facts for me."

## **Part 4: UFO Crash/Retrievals: Status Report III - Amassing The Evidence**

**© June 1982 by Leonard H. Stringfield**

*"Within Fort Hood is Gray AAF, known as Robert Gray Field, where AF personnel are attached while at Fort Hood. ...a pilot had to make a forced landing on a dusty field (at Gray) and the next thing he saw was an approaching jeep with armed MPs ... and a huge section of land separating like 'giant sliding doors' with vegetation intact revealing a huge corridor inside." - USAF Captain Stationed at Fort Hood, Central Texas*

**Leonard Stringfield:** "In 1979, RC got my name from a former Cincinnati resident, a retired Air Force colonel in Las Vegas, who knew of my research since the mid-1950s. In 1980, RC formed APRON, a local group, and asked for my guidelines and to be its chief consultant. During this period, he asked that I call his fiance to convince her that his time was well spent in UFO research. He later told me that my call 'really helped' and he was encouraged to keep up his work.

Shortly after the RT disclosures, however, the enthusiasm of RC suddenly dropped to zero. When I called him on August 20, 1980, he said grimly, 'I've been warned to lay off RT.'

Cryptically, without giving me details, he said that he was disbanding APRON, getting out of research and planned to move to Texas or Florida and that he would call me from wherever he settled. When I pressed for an explanation, he paused and then asked that I call back later. When I did, he said that his fiance's car had been forced off the road in Las Vegas and that his apartment had been burglarized. 'Only things missing,' he said, 'are your (Stringfield's) books, *Situation Red, 3-0 Blue* and *Status Report II*, along with notes I had on the RT case, and a photo of you. Nothing else.'

When I called RC on September 9, 1980, he was ready to leave next week for Florida and advised that I not tell anybody. He said he had not received any new threats and he assured me that his fiance was 'okay.'

On October 10, 1980, RC wrote to me stating that he and his fiance had settled in Pensacola, Florida. In his letter of October 29, 1980, he requested new copies of my books that had been stolen. He added, 'I had no problems until I started interviewing RT. I'm OK now.' In his letter of December 3, 1980, he acknowledged receipt of the books I sent and said, 'My friend CJ said that he is going to do some research on the 1953 Kingman incident. Len, he would like to make direct contact with you. He does respect what you're doing.' In his typewritten letter, February 19, 1981, RC wrote in part: 'I have not heard from my contact yet. However, his wife said that he wanted to talk to me as soon as he got back from Washington ... will relate to you all that I get from him.'

The next news from RC came as a shock. His fiance had been killed in a car accident near Singing Sands, Florida. She had been traveling alone, he said, from Pensacola, when a car had apparently forced her off the road, leaving only black paint marks on the side of her car. 'It was hit and run,' he said.

Months later in 1981, I heard from a mutual research friend of RC's in Las Vegas, that RC had made arrangements to meet three men at an airport concerning UFOs. Since then, silence.

#### CASE A-6.

PJ of Dallas, Texas, Captain, U. S. Navy, USNR, Military Flight hours, 6100; civilian 7500 hours, test pilot: Ling Tempco Vought, F8s and A7s. Presently commercial airline pilot.

In the sensitive realm of witness credibility, PJ ranks highest on the scale - notably in this case, for his credentials are in both military and commercial aviation. Although he prefers to be anonymous in this paper because of his current status as airline pilot, he is refreshingly devoid of mystery and without the hang-up of being stalked by fears of reprisal. In this case, as in some others of significance, my initial contact was Tommy Blann (See Case A-9 this paper) who made arrangements for me to reach PJ for his first person report.

It was New Year's Eve, 1981, when I first reached PJ at his Dallas home during which time he highlighted his observation of a saucer-like craft at Wright-Patterson in 1962. Since then, I have talked to PJ by phone several times, received a copy of his taped interview with Blann, and received a signed letter dated April 13, 1982, which essentially describes his experience as follows:

#### **PJ, Dallas, Texas, transcript of taped interview from Tommy Blann in April 13, 1982 correspondence:**

'In April of 1962, while attached to the 354th TAC Fighter Wing as an Exchange pilot, the 352nd Tactical Fighter Squadron deployed to Wright-Patterson AFB on a Hurricane Evacuation from Myrtle Beach AFB, S. C.

As Flight Commander of the 'B' Flight Bluebirds, it was my policy to keep

my men physically and mentally tough by enforcing a program of running, playing touch football or handball.



Wright Patterson Air Force Base northeast of Dayton, Ohio.

On the first day of our five day deployment, I led my flight crew of five on a running trip through the (Wright-Patterson) Air Base, looking for a gym which is usually tucked away in a hangar of sorts along the portable handball courts using two walls of the hangar and erecting two portable walls to complete a four wall handball court.

As we crossed two baseball fields, we approached the first hangar which, without hesitating, we guessed was the Special Services Hangar. We busted through both doors on a full sprint to look for the equipment room checkout for gear. Once inside, we were stunned by dead silence and was approached by an air police sentry with a sub-machine gun.

Standing about eight feet away was a strange looking object. It was about 12 to 15 feet long and eight feet deep and resembled two plates stuck together - or to a track and field man, it was a large discus. It was suspended off the ground by two engine test stands. There were no markings or insignia, but most noticeable, it was without rivets. The object was roped off and eight guards stood parade rest around it.

The guard challenged by saying, 'I don't think you're supposed to be here, Sir.' I replied to the affirmative and we turned about face and departed mumbling to ourselves. Once outside, we had reassured each other that the good old U. S. had developed, or had all along, flying saucers in service.

On our return to Myrtle Beach AFB, S. C., a week later, I was requested to report to the Brig. General of the Combat Wing. The debriefing was very short. He informed me that I had broken security. He only asked one question: 'What did you see?' My reply was, 'Nothing!' His answer was, 'You have the right answer to the question' and I was dismissed.

The incident caused me to research fully the object we had seen. Having a

TOP SECRET clearance enabled me to gain valuable information that otherwise would be impossible to obtain. I could go on forever on what is considered 'hearsay' or secondhand information, but for a brief thirty seconds, a disc-shaped object of metallic color, 15 feet wide and eight feet deep was seen. I cannot confirm anything other than it was there.

One thing that has always puzzled me was the lack of security. It was not even located in the test facility of Wright-Patterson AFB. It was near the flight line having just arrived or was awaiting deployment. That is just my guess.'

COMMENT: Names of the officers involved in this case are withheld on PJ's request, for obvious reasons. If the craft observed by the witness was freshly retrieved, the year 1962 is significant, considering we have crash/retrievals reported in Cases A-6 in *Status Report II* and in B-4, in this paper.

#### CASE A-7:

RK of Columbus, Ohio, was an instructor in Gunnery School with E-4 Grade, Great Lakes Naval Base, March 1973-September 1974, and was being groomed, he said, for Intelligence School.

At first glance, the UFO in this case seems to be a military device, perhaps one of U. S. manufacture or by some foreign power. Whatever it was, according to RK, the UFO caused enough concern to the U. S. Navy to shoot it down with a surface-to-air missile, retrieve it from the ocean and ship it secretly by rail to the Great Lakes Naval base where it was put under heavy guard.

My informant, RK, who came to my home with researcher Don Jernigan of Columbus, Ohio, July 14, 1980, to relate his role in this case, said he believed that it was 'by coincidence' that he guarded the same object in Chicago allegedly shot down by a Navy destroyer in the Pacific.

In September 1973, according to RK, while an Instructor in Gunnery School, he was assigned to guard the premises of a large quonset hut at Great Lakes Naval Base, with orders not to let anybody within 100 yards.

At one point while on duty, he was approached by an officer in a jeep who handed him a sealed envelope and was directed to deliver it to the Commandant in the quonset hut. Passing other guards inside, he was surprised to see a strange metallic craft, 30 feet long and 10 feet high, resting on a wooden platform.

'It was light silvery blue and shimmering,' said RK. He added: 'It tapered like a tear-drop with a flange running along its topside from one end to the other and there were no windows.' With guards watching, he said, he could not linger for a better look. Delivering the sealed envelop, he got the Commandant's signature of receipt, saluted and returned to his post, feeling puzzled. Immediately coming to mind was a story he had heard from a sailor he met in San Diego, just weeks

earlier while on special assignment there. Said RK, 'The object was strikingly similar to one he was guarding, according to the sailor (name not recalled by RK), that was shot down by a missile between Hawaii and the mainland in June 1973. The UFO was picked up by his destroyer's radar and came into view making three close passes and one directly over the vessel. It was a lucky hit ,said the sailor, causing the UFO to crash into waters that were about 350 feet deep. According to RK's informant, the object was retrieved by a Glomar Explorer shipped to Hawaii and then sent Stateside and finally to Chicago. A sketch of the craft was drawn by the sailor and, according to RK, there was 'little doubt' that it was the same object he had seen in the quonset hut.

**COMMENT:** Viewing RK's sketch of the object, it certainly was not the typical discoidal or ellipsoidal UFO. If true that the UFO passed menacingly over a U. S. warship, it seems to rule out a secret U. S. aircraft. And if it were a robot device, used for missile practice, why the retrieval operation and subsequent secrecy? Russian? Hardly. It would be extremely risky for a surveillance device to fly so close to a U. S. warship in waters near the U.S.A. When I mentioned this incident to a person who claimed to be an 'Insider' (at one time at Wright-Patterson), I was told that he knew of no incident where a UFO had been shot down by U. S. warships at sea. RK described his sailor source as being a credible person. Perhaps his source was actually performing in an Intelligence role as a test for RK's later position in Navy Intelligence.

#### CASE A-8:



Hillsdale and Dexter, Michigan, famous for the misinformation of "swamp gas" explanation used by astronomer and Project Blue Book consultant, J. Allen Hynek, Ph.D., to explain 100-foot-diameter glowing disc/s seen in 1966.

This case, occurring in Hillsdale and Dexter, Michigan, 1966, is better remembered in UFO research lore for its cover-up explanation: 'Swamp Gas.' The alleged UFO landings there had many ramifications. There was embarrassment for Dr. J. Allen Hynek, then U.S. Air Force consultant on Project Blue Book, for the mix-up over his references to 'swamp gas' at a press conference. There was also Gerald Ford's

dissatisfaction with the official explanation and his request for a Congressional inquiry. This, in turn, so say UFO analysts, helped bring into being the Colorado Project (headed by Dr. Condon) which led to the demise of Project Bluebook. Although this case is well known to research, only a few might know some of the behind-scenes operations.

My informant who knew firsthand the behind scenes story of the landed craft in Dexter, and the methods employed in its cover-up, is FB - a former law enforcement officer (name withheld on request). Arrangements for me to discuss his first person role, March 12, 1980, were made by James Minton, a pharmacist in Norris City, Illinois.

According to FB, on March 21, 1966, at 6:20 p.m., he and officer 'C' on patrol, were first to see the alien craft on the ground of farm property in a clearing of swamp. From a distance of about 150 yards, they estimated that the object was about 100 feet in diameter. They also observed that cattle in the area were restless and noisy, some scampering among the herd. FB reported the landing to the Sheriff (name withheld) who put in an urgent call to Selfridge AFB. In quick response, elements of the National Guard and Air Force personnel were rushed to the area - many arriving by helicopter. Some were assigned to control highway traffic; others to prevent a mob of curious people who heard about the UFO, from trying to reach the site. The clearing in the swamp was hard to reach by road, said FB, but he knew the area well as he had hunted there - and, yes, he was aware of 'fox fire' or 'swamp gas.'

'What I saw was not fox fire,' he emphasized. 'This was definitely a large craft, like a pot, with a dull glow and no windows.' He added, 'A pool of water near it sizzled, causing vapor to rise.' Asked about a sound, he said: 'Sounded like a turbine, a low whine or hum.'

When the Air Force came and took charge about 7:30 p.m., they ordered all the police at the site to withdraw and stay away. MPs were everywhere, he said, and well armed. Photos were taken by one officer who waded into the marsh for a close-up had his film confiscated. Said FB, Air Force officers, however, took many photographs, including shots from a helicopter.

Nothing was left undone, said FB, where it concerned security. The area was barricaded, or roped off, for three weeks and the farmer was ordered to stay away. Maybe because it was contaminated, he said. Where the object landed, there was a circle in a soybean plot that was burned. Soil samples were taken. Then the whole area was bulldozed, including the soybean field. Everything was hush-hush, said FB. Police reports, his report and the records in the sheriff's office disappeared. Then, everyone in the force, including him and 'C,' were transferred to other parts of the country.

The UFO was not disabled, as far as FB knew, although there was a suspicion that it might be and that it could be captured. 'But no one got it,' he said. 'I saw it take off and climb straight up into the sky and disappear. Swamp gas does not do that,' said FB.

**COMMENT:** No crashed UFO; no retrieval in Dexter, Michigan. If the craft was disabled to account for its long stay, it was not seriously impaired. This case points out, however, the extenuating security measures taken by the U. S. Air Force at a landing or crash site.

**CASE A-9:**

The complexity of the UFO mystery is well illustrated in this report by veteran researcher, Tommy Blann of Lewisville, Texas. His ability to dig deeper, beyond top soil, for facts is self-evident in the following report dated March 30, 1982, which sheds new light on joint UFO and helicopter activity observed in Texas.

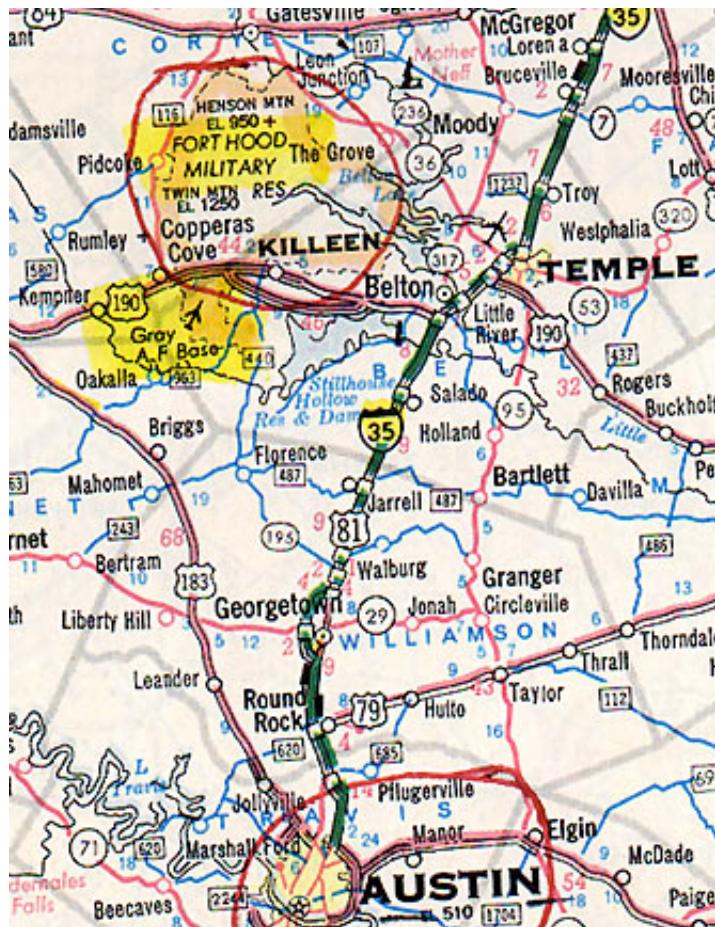
**Tommy Blann, March 30, 1982:** 'There have been a number of incredible stories surfacing over the years by active military personnel on duty at Fort Hood and by civilians employed at the base or their immediate family members about a huge underground complex built in the side of a small hill in which a camouflaged section of land opens up like 'sliding doors' to reveal an entrance to this secret installation.'

Over the years, I ran into several individuals who told me bits and pieces about this secret underground complex and others scattered across the U. S., none of them knowing each other nor what the others had related to me. This information, like a lot of information in the possession of individual researchers, was recorded and filed away as confidential for future reference. It was not until certain information surfaced about 'crashed discs' by Leonard Stringfield and other less known individuals, plus the recent Cash/Landrum incident investigated by John Schuessler that I felt compelled to release this information publicly.

It is my personal opinion that these individuals have told me the truth as they know it, and it would be hard to conceive how a number of individuals could concoct such stories in identical detail unless there is some truth in the basis of their claims. There are also three incidents involving helicopters around low level UFOs, one incident which I personally witnessed, that adds further credence to the claims made in this report.

Located in Central Texas is a large Army military reservation known as Fort Hood which covers approximately 160,000 acres and is surrounded by several small towns such as Copperas Cove, Gatesville, Killeen, Temple and Belton. It was originally named Camp Hood, after John Bell Hood, and during World War II served as a training center for tank destroyers. It is well-known for its military training for ground troops, heavy artillery exercises and war games which have been viewed by a number of dignitaries and presidents over the years.

Within Fort Hood is Gray AAF, known as Robert Gray Field, where AF personnel are attached while at Fort Hood. Little is known about the activities at Gray AAF as it is not a major AFB and is not listed in either the *Air Force Officer's Guide* or the *Air Force Almanac*.



Gray Air Force Base shown in 1979 Atlas.

An Air Force Captain, while stationed at Fort Hood in 1972, told me that in the late 1960s a pilot had to make a forced landing over this restricted air corridor (at Gray) and as his small private plane came in for a landing on a dusty field, the next thing he saw was an approaching jeep with armed MPs which seemed to have appeared out of nowhere. On further observation by the pilot, he saw a huge section of land separating like 'giant sliding doors' with vegetation intact revealing a huge corridor inside.

The startled pilot was then met with weapons trained on him and ordered out of the plane where he was immediately blindfolded and taken in the jeep to what he thought was this underground complex. He was taken down a long corridor and led into a room where his blindfold was taken off. Inside the room, which reminded him of a modern conference room without windows, he was interrogated by a couple of men. A few hours later was blindfolded again and taken outside to his aircraft which had been refueled and was now operating. He was warned not to speak of this incident as they helped him into the aircraft and watched him take off.<sup>"</sup>

## Part 5: *UFO Crash/Retrievals: Status Report III - Amassing The Evidence*

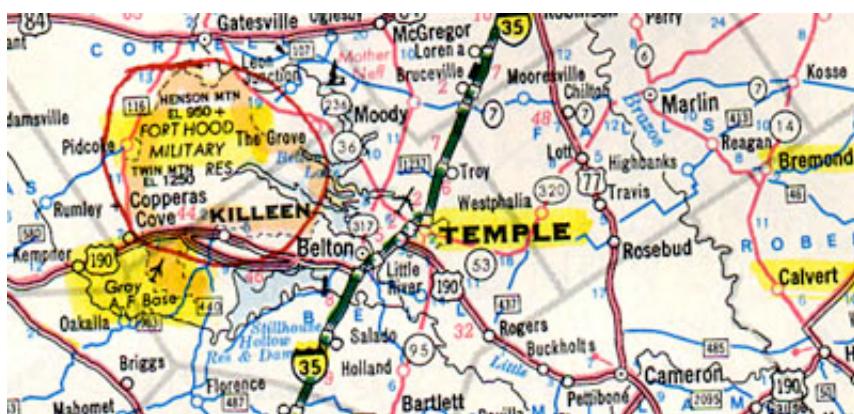
© June 1982 by Leonard H. Stringfield

"...[On Papago Indian Reservation west of Tucson, Arizona] military personnel were about a quarter of a mile away grouped around an object that appeared to be half sunk in the sand. A disc-shaped object with a dome on top was about 30 feet in diameter and 18 feet high. On its outer edge were two rings which seemed to have windows between." - Eyewitness, U. S. Navy, January 1947

**Tommy Blann, March 30, 1982:**

Early 1970s - UFO Project At Fort Hood, Texas?

"In the latter part of 1973, the entire Southeastern section of the U. S. was undergoing a wave of UFO sightings. The Central Texas area had an unusually large number of reports coming out of the farming communities around Calvert, Bremond, Temple and a few other small towns which are east of Fort Hood.



Fort Hood, Gray AFB and regional towns of Temple, Bremond and Calvert and the Brazos River lay between Waco, Texas, to the north and Austin, Texas, to the south.

On November 21, 1973, Gracia Unger, Editor of the *Calvert Tribune*, and her husband, Jack, along with my wife and I, we witnessed two UFOs near the Brazos River area during the height of the activity. The UFOs were shaped like 'a brick'

with the ends worn off' and had a series of multi-colored, blinking lights on its surface.

The metallic structure of one of the craft was readily visible by the intense silver-blue-white glow that surrounded the craft as it approached us at a low altitude. The body of the craft appeared to be made of an aluminum type metal construction. It was definitely a manufactured aircraft of some type and not just a ball-of-light in the night sky.

The two UFOs were first noticed coming out of the northwest at a high altitude. One appeared at a slightly lower altitude than the other. As they neared the Brazos River, we became aware of the sound of helicopters approaching also out of the Northwest. At first, we thought these things might be helicopters until they got closer and then we saw the navigational lights on the helicopters headed toward these UFOs. There were seven helicopter in a line formation moving swiftly toward our location.

The UFOs were moving very slowly and would stop for short periods of time, one at a considerably lower altitude than the other. As the helicopters approached, we noticed that they were large Chinooks which took up a tight formation around and over these UFOs. Also, two jet interceptors entered the area from the southwest and circled over the UFOs and helicopters as they proceeded south. The UFOs and helicopters disappeared out of our line-of-sight behind a clump of trees several miles in the distance. It appeared the UFOs might have landed, but since there were no back roads leading to the area, we do not know. The jets continued circling and then finally headed southwest.

The next day, Gracia called Fort Hood and they told her that 'there had been a routine reconnaissance training mission in progress that night, but they denied any knowledge of 'flying saucers' being in the area.'

A more in-depth discussion of these events and others around the Calvert, Texas, area was published in the Spring 1975, Vol. 2, No. 3 issue of *Saga UFO Report*.

It is interesting to note the similarities in this incident and that of the Cash/Landrum incident of December 29, 1980, in which a low level UFO was being 'escorted' by a number of helicopters, some Chinooks and possibly Hueys, near Dayton, Texas. A check with surrounding military installations revealed that Gray AAF/Fort Hood admitted that sometime during that period 'more than 100 helicopters came in from the field for effect.' A detailed account of this incident was published in the Winter 1981, Vol. 9, No. 4 issue of *Saga UFO Report*.

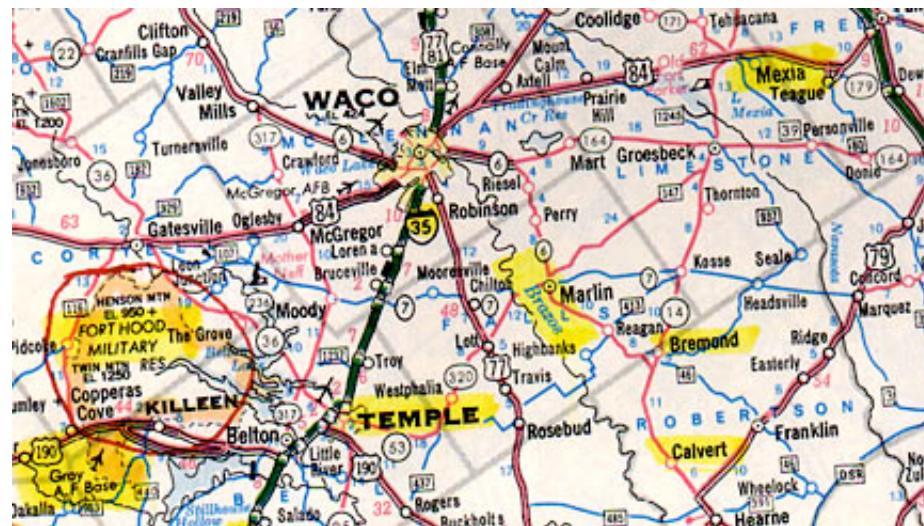
#### Underground Installation at Fort Hood, Texas

In the winter of 1974, while giving a talk show on UFOs in the Central Texas area, I was told by the news director of the television station after the show that while filming over at Fort Hood he found out about the underground installation and that they were still conducting UFO research even though 'Project Bluebook' had been terminated. He told me that the men who flew the helicopters were code-named 'BLUEBOYS.' He said there was a 'special group' involved in this UFO project.

In 1975, while investigating the crashed disc stories, I came across a Lt. Col. in the Air Force, who was stationed at Carlswell AFB near Fort Worth, that informed me about the UFO project at Fort Hood as well as a number of other military installations here in the States and overseas. (See Case B-4 this report.)

In 1976, I met an individual in McGregor, Texas, who told me that his father worked in the secret underground complex. He told me not to breathe a word of this to the public since his father's career could be seriously jeopardized and the fact that he was not even supposed to know what his father was involved in on the base. He stated that 'the technology that is being applied in this underground complex would remind someone of a science fiction thriller. It is unbelievable what they know and can do from this area.'

## 1975 UFO Crash near Mexia, Texas?



Mexia, Texas, east of Waco and northeast of Fort Hood Military Reservation and Gray AFB.

During the spring of 1975, I had been notified by some people in the Groesbeck-Mexia area that a UFO had been observed coming out of the south headed north and appeared to have crashed in the heavily wooded farmland area near Mexia. I immediately dispatched an investigative team to the area that night and talked with these people and the police department hoping to get some trajectory on the object.

While talking with the captain of the Mexia Fire Department, I found out that the Texas Department of Public Safety had notified Fort Hood/Gray AAF about the incident and they were sending a squadron of helicopters to the area to search for the crashed object.

I realized my efforts would be futile since 'they' would be well-equipped with infrared surveillance instruments and other sophisticated electronic instrumentation from the air. We searched desperately to find the spot from the ground before the helicopters arrived, but our efforts proved fruitless. We observed the helicopters as they approached the area that night, but they were apparently on a heading that took them a number of miles above where we had been searching in the Mexia area.

Later, I found out that the Texas Department of Public Safety works closely with Fort Hood/Gray AAF in matters such as this, which came as a surprise to me.

On December 4, 1981, I gave a two-hour radio talk show on the Ed Busch program at KAAM radio station in Dallas, Texas, called 'America Overnight' via satellite. About halfway through the program, we had a caller from Ohio that told us in the summer of 1975, he was stationed at Fort Hood with an aviation unit, RS-2 Intelligence, as a helicopter pilot and that one night around 10:00 p.m., he was driving with a friend on a highway near Fort Hood when they both saw a UFO accompanied by 'Army helicopters.'

He said, 'I spent a lot of time flying helicopters and I know what one looks like at night, and if it's not. And the large object that we saw - there is no way it could have been a helicopter! It was an oblong, disc-type thing with a reddish light. The next day when I got back to base, I asked my friend that worked in the air traffic control out of the airfield if anything had happened. they didn't know anything. And I was a good friend to quite a few pilots so I asked them. No one knew anything. I thought this was unusually strange, because if something had happened you would usually get it through the grapevine.'

He later found out that if he kept asking questions about what he had seen, he might not have his job anymore at the base. This was impressed upon his mind by some of his pilot friends, so he dropped the matter.

#### 1947 to 1952: Highest Number of UFO Sightings in U. S.

I have also found of interest the statistics of the frequency of object, unit, and all sightings within the United States from 1947 to 1952, by subdivisions of one degree of latitude and longitude as listed on page 47 of 'FLYING SAUCERS: ANALYSIS OF THE AIR FORCE PROJECT BLUEBOOK SPECIAL REPORT NO.14' prepared by Dr. Leon Davidson.

It appears that the highest number of UFO sightings occurred in four major areas of the United States. Those are: Los Alamos Scientific Labs, New Mexico; Wright-Patterson AFB, Dayton, Ohio; the Washington, D. C. area; and Gray AAF/Fort Hood in Central Texas. Three of those areas are well-known for being 'sensitive' key military installations concerned with the national defense of the United States. But the fourth, Gray AAF/Fort Hood is not so well-known for its activities in defense matters, other than those I discussed in the beginning of this report. The implication of these statistics is not presently known, but it is interesting to see that Gray AAF/Fort Hood once again enters into the picture.

There have been a number of interesting UFO cases that have taken place in and around Los Alamos Scientific Laboratories, New Mexico and Gray AAF/Fort Hood, Texas, and between those two areas. Some of these cases such as the Socorro, New Mexico incident and the Eddie Laxton incident near Sheppard AFB, Wichita Falls, Texas and others seem to imply experimental testing of a new type of aircraft.'

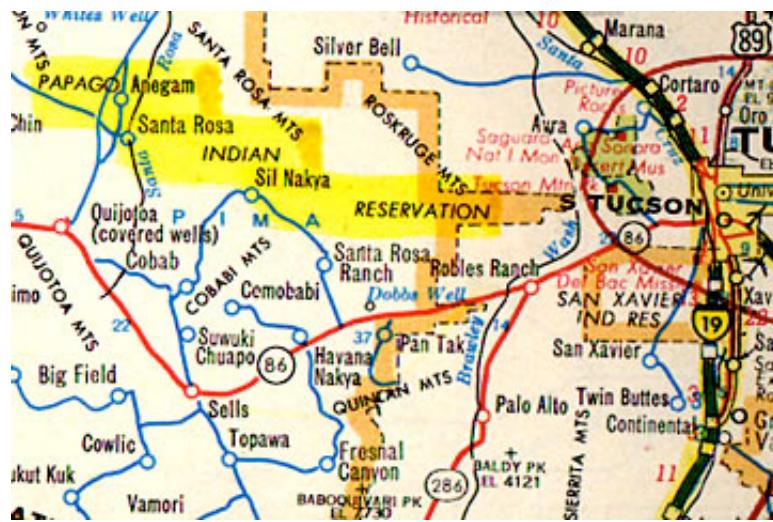
**Leonard Stringfield Comment:** Blann's help in my endeavor goes beyond this report.

He has opened several new C/R sources, plus providing some other off-the-record items. See Case A-6 and Case B-4. Like others who dig deep for data, Blann has experienced anonymous phone threats. Speaking of the pilot whose private plane made an emergency landing in a field near Ft. Hood's security corridor, I am reminded of the Blue Beret who told me in Florida in 1979, that while he was serving as a guard on a plane with secret cargo they flew into a strip that went into a hillside that unfolded - trees and all. 'Just like fantasy-land,' he said. See Case A-3, *Status Report II*.

In summary, Blann's report - like in Case B-2 of this paper - leaves open several possibilities for an answer to mysterious helicopter involvement: 1) to maintain military readiness for alien UFO intrusive activity and/or crashes; 2) to maintain security escort for secret saucer-like craft developed by the U. S.; 3) to maintain clandestine contact with alien forces established by agreement or by coercion.

### Case A-10

#### January 1947 UFO Crash in Southern Arizona?



Papago Indian Reservation west of Tucson, Arizona.

WH of Yucca Valley, California, served in U. S. Navy during WWII, is married, retired after 31 years of government service.

Researcher Bill Hamilton of Phoenix, Arizona, a computer programmer, knew WH as a firsthand source and arranged for me to reach him by phone in 1980 to discuss his experience of running head-on into a full scale military retrieval operation. This incident of January 1947 predates Ken Arnold's famous sighting by six months and occurred on the Papagos Indian Reservation in southern Arizona.

According to WH, he was on Navy leave (being reassigned at the time), with a friend, CC, just out of the Army. They were on a jeep scouting trip looking for desert property for homesteading. It was growing dusk about 5 p.m. and they were traveling over a dirt trail when they encountered Air Force personnel armed with carbines. Challenged by a Second Lt., they were asked for identification and reasons for being in the area. While parked for interrogation, WH could see other military personnel were about a quarter of a mile away grouped around an object that appeared to be half sunk in the sand. A disc-

shaped object with a dome on top was about 30 feet in diameter and 18 feet high. On its outer edge were two rings which seemed to have windows between.

'The military probably had just arrived,' commented WH. 'There was no evidence of an encampment of any heavy equipment, at least in view from the trail.'

**Leonard Stringfield Comment:** WH's description of the object seems to rule out an experimental missile and if it were alien, one can only wonder how far back in time the military had been involved in UFO retrieval operations?"

## Part 6: *UFO Crash/Retrievals: Status Report III - Amassing The Evidence*

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"After lengthy interrogation by Naval Intelligence, OSS and the FBI, who had been called in, E. L. was forced to surrender the so-called Black Box and to designate the location of the alien craft."

- Source: WWII Vet, 1944, Kaneohe, Oahu, Hawaii

CASE A-11: 1965, Air Force Museum, Fairborn, Ohio:



The Air Force Museum is in Fairborn, Ohio, near Dayton.

Fairborn is also the location for Wright-Patterson AFB.

RM has been in government service for 23 years, is married with family, resides near Cincinnati, Ohio. This extraordinary case is fact, according to the witness, RM, and if what he encountered is indeed fact, then we as appraisers can either accept it as possible, or probable, or reject it utterly as fantasy as we can do with all UFO events of high strangeness. RM, referred to me by a Cincinnatian who can vouch for his integrity, prefers anonymity because of his long service with a government office. The story goes back to about 1965, said RM, during a Sunday visit with his wife to the Air Force

Museum in Fairborn, Ohio (suburb of Dayton).

While his wife became engrossed in examining a German V-2 rocket on display, RM wandered off and found that he had gone down a corridor, got disoriented, went through a double-door marked 'Off Limits' and then suddenly came face to face with a being so incredible-looking that all he can remember in his numb state was saying, 'Hi,' to which he got no response.

The being was dressed much like an astronaut in a silver suit with support pack. It was a diminutive figure, about 4.5 feet all which had a translucent dome over a large head.

'It wasn't human,' said RM. 'Its eyes were large under a heavy brow and there was no nose and only a slit of a mouth. The skin was bluish - or at least that's the way it looked through the dome.' RM said when the space-suited creature walked, its gait was different. It shuffled forward without bending its knees. At one point during the brief encounter, RM said the entity stopped, held out both arms mechanically toward him and pointed its long elongated fingers into his face. Then the alarm system sounded.

While red lights flashed everywhere, RM somehow found the corridor and made a fast exit. As the loudspeakers announced an emergency evacuation, MPs were ushering people to the exits. RM said there was no panic and although the MPs were polite, there was a feeling of anxiety. The cause for the emergency evacuation he thought was without question about the creature who probably had escaped from its confinement.

In 1970 or 1971, RM said because of his work, he met a retired Air Force Colonel to whom he related his experience. Having once served in a top secret capacity at Wright-Patterson, the Colonel replied to RM's surprise: 'If you know that much, I'll tell you the rest.'

According to RM's informant, two live alien beings were in captivity. Scientists had developed a benign incubative atmosphere to sustain their life, at least for awhile. The Colonel also revealed that he was aware of a crash in 1969 of a 'two-man-sized' craft near Whitewater Lake in Indiana. The cause was electrical disturbance. No other details were revealed.

RM said, 'The Colonel made it clear that he did not want his name or his disclosures made known as long as he lived. However, shortly after RM got the information about two captive aliens, his source died of cancer. RM called his friend 'Colonel Schmitz,' which at a later time RM admitted was a false name he used to protect the family of the Colonel.

COMMENT: Live aliens! Loose in the Air Force Museum? Fantastic, of course, but the Wright-Patterson complex is vast and so are its underground facilities. It is conceivable, if truly *live* aliens exist, that one might have slipped by the guards into the passageways and surfaced in an upper chamber of the Museum. This story recalls another of seeming fantasy published in *Situation Red, The UFO Siege*, based on information related to me by Sherman Larsen of CUFOS. In that case, alien cadavers were purportedly stored in the Science and Industry Museum, Chicago, and were witnessed accidentally by a minister and son who went down a wrong corridor.

## CASE A-12: 1944, Kaneohe, Oahu, Hawaii

E.L. of Los Angeles, married, has daughter, grandchild, is retired. Served as Carpenter Mate, 1st Class, Hqt. Co. 112th Construction Battalion, WWII.

This case dating back to 1944, allegedly involves a landed or disabled alien craft discovered by a Seabee, E.L., near the beach of Kaneohe, Oahu, Hawaii. The year of the event is not only difficult to accept, but so is the story, mainly because of the fictionish anachronisms EL related during certain CE III phases of his experience. Lucius Farish, author of "In Other Words" in *MUFON UFO Journal*, referred me to the source. Lou agrees that while the story is fantastic, and probably beyond verification, it is nonetheless a case that just might have happened - or some of it - and should be recorded.

EL, during three interviews by phone, related his experience cooperatively when assured of anonymity. He explained that only his offspring and one other researcher, Don Worley of APRO, had heard his story firsthand. He admitted that no one would ever believe his story and at 66 years of age, he seemed relieved when I told him I planned to publish part of his story for research records.

EL's story begins with a stroll along the Kenoeha beaches on a Sunday morning to look for shells. Suddenly, his eye caught a glint of metal reflecting sunlight near a wooded ridge not far from a radar installation. Curious, EL went to look and was faced with a strange globular object about 50 feet in diameter. 'It looked like an igloo,' he said, 'except on the top was a clear glass dome about a foot high with a gold device, like a weather vane, spinning inside.'

Outside were a group of people, EL said, all dressed in tight-fitting green uniforms. A closer look to his surprise revealed they were short, or 'scaled down' people, about 4.5 feet tall, of exceedingly slight build with no buttocks. Their faces were human-like with heads topped with short, lush black hair, large dark eyes, heavy eyebrows. One featured large, fanged teeth. This one, EL was told later, was a female. Each wore a heavy belt with a box-like apparatus attached in front. Two of the group of seven were sitting on the ship's ramp, four at regular intervals around it and one was out front, just 20 feet away from him. 'All were staring at me,' he said. 'The nearest one, probably the leader, acted like he was waiting for me. I still had no fear because I thought they were just small Navy people used in submarine duty.'

Then the man nearest to EL spoke. It was in heavy accent, but the voice was too deep for his size. While the others remained silent, one of them suddenly reached down to the apparatus on his belt, pressed a button which instantly made EL dizzy and nauseous. Then he lunged at EL with a sword-like weapon drawn from a scabbard. EL resisted, drew his knife and a battle for 'life or death' ensued. But EL managed to overcome his assailant forcing him to the ground. Then to EL's amazement, the others jumped into the fray and slew their own comrade. EL, who was dazed by it all, was told by the leader to return the next morning to talk by a large black rock near the water's edge. Said EL, 'They didn't know it, but I took the box from the dead man's belt.'

Meeting at the black rock, EL was told of the wondrous world from whence the aliens came, 21 light years away. The leader also explained that this was the beginning of a

period of world visits to check on the Earth they colonized eons ago.

But EL's accord with the space people did not last long. A 'Navy swabbie,' who had witnessed EL's meeting with the strange men dressed in green, reported his activity to Naval Intelligence. According to EL, he was promptly summoned to Intelligence to explain his escapade to a Lt. Lewis. After lengthy interrogation by Naval Intelligence, OSS and the FBI, who had been called in, E. L. was forced to surrender the so-called Black Box and to designate the location of the alien craft. By some crafty maneuvers, they managed to capture the female entity who was heavily guarded until she was sent to the U. S. mainland. Then EL learned that Naval aircraft shot down the alien ship as it tried to take off and it fell into the ocean. It was towed, he said, using nets to San Diego. The remaining crew of six probably rotted inside because the Navy could not penetrate the craft's metal skin with conventional tools.

According to EL, the Black Box was the subject of great interest to the OSS and Naval Intelligence. While in the office, its great power was luridly demonstrated on a pet cat. Pressing one of its three buttons, the cat faced the object's invisible wave and fell dead instantly, its bones liquefying into jelly. Even the desk upon which the box sat was seared through the varnish and into the wood which caused a foul odor.

EL, of course, signed an oath of secrecy and was threatened by one of the plain-clothes agents who 'looked like President Johnson.' If he talked about the incident, he was told, he could be charged with murder of the ship's crew member. He had been framed, EL said.

COMMENT: EL's complete story, which includes voluminous CEIII data, is beyond the scope of this paper. My notes cover several pages. Before my investigation, Don Worley of APRO in 1974 had made extensive efforts by mail to get the facts. But Don gave up when many of his questions went unanswered. The story is difficult to believe, especially the phase when EL does battle in medieval style with an alien. Such an anachronism, on the other hand, might have been staged using hypnotic techniques, for reasons that will remain inexplicable.

#### THE INTERMEDIARY REPORT: CLASSIFIED 'B'

In this section of 'B' material is support information from various sources, mainly intermediaries who in most instances have been advised by their first person source of a preference for anonymity. In most of these cases, I have been privileged to know the name of the informant. However, because of alleged deep fears a few will not allow biographical clues to go beyond their trusted go-between. Section 'B' also includes other general C/R information that I consider useful in helping the reader understand the scope of this research and its seeming sensitivities.

#### CASE B-1: 1950s, Wright-Patterson AFB, Fairborn, Ohio

YR is retired on medical pension, served in the U. S. Army, WWII, was chauffeur for General Patton; worked as millwright at General Electric. Resides near Cincinnati.

YR, a government pensioned retiree, a patient who has long suffered from radiation exposure, and one of a few non-military, non-scientific people to see the bodies at Wright-Patterson. He was made known to me through his daughter who lives near Cincinnati.

The daughter told me: 'Dad was working at Wright-Patterson in the early 1950s. He would not pin down the year. He was gone from home for more than a week to do some secret work at the Air Base. He would not discuss it with anybody, except Mom (now deceased), not even me. Then, after all these years, he saw you on WLW-TV talking about crashed UFOs and said, 'That man knows what he's talking about!' That was the wedge I needed, the chance to ask him what he did there.'

In the course of the next several months, the daughter managed to ferret out bits and pieces of information. YR, employed by General Electric as a millwright, accepted the job assignment at Wright-Patterson knowing beforehand of its sensitivity. As far as his daughter could ascertain, it involved the installation of a radiation device (a furnace?) which was used in some unexplained way in a secret section in or near the room which stored seven alien cadavers.

According to her father, when he and his black assistant, Mr. W., reported to the Wright-Patterson office for their assignment, they were transported by limousine with dark curtains pulled shut across the windows. It reminded him of a hearse. Then, blindfolded and turned around several times for disorientation, he and 'W' were escorted to an underground level by elevator and then on to the work area. Once in the chamber or 'morgue,' which he described as 'icy cold' and exuding a strange offensive odor, he was given work instructions. Every move he made, he said, was watched by guards. Once when he peeked over to look at one of the corpses, each inside a glass case resting on a marble slab, a guard pulled a sheet over the top. On the side of each case were jalousies, usually shut. Occasionally, the glass would fog up.

Asked about the bodies, his daughter said her father would not say much, probably conscious of his oath. But with time and patience, she learned that the humanoids were short, had large heads and looked 'clammy with the skin of a reptile.' the head had skin that reminded him of a frog. Yes, he said the hands had webs, but he didn't remember the number of fingers.

To his daughter's dismay, she was told that as a security measure, his lodging there at the base was a cell-like room (he called it 'his jail') without communications to the outside world. Among other discomforts, 'was the dangdest odor he ever smelled.' It was so bad that he asked for a fan. They obliged, but the stench made his nostrils itch. On the plus side, he said, 'The food was good - steaks, everything. I even had a TV set.' YR said that his exposure to radiation on the job concerned the officials. He had to change his work clothes regularly and they took a radiation count not only when he left the premises, but he continues to report to medical authorities for check-ups.

'Dad took early retirement because of radiation sickness,' the daughter said. 'His health is poor despite surgery and continuous medical care.' Mr. W., his black helper, was also exposed, was retired early on a good pension and died of cancer several years ago.

COMMENT: YR uses 'soda pop' phraseology which, like body chemistry, can be

convincing. Examples: 'his jail,' and 'blindfolded and turned around several times.' At this time of writing, he will not become a first-person statistic for me, fearing loss of his pension. His daughter, whose word I trust, is still trying to get answers to 'our' many questions.

#### CASE B-2: 1968, U. S. Army Intelligence School, Near Big Spring, Texas



Big Spring, Texas northeast of Midland, allegedly 50 miles from secret Army Intelligence training base and 16 acre Air Force 'facility' in 1968.

Thomas Olsen of Phoenix, Arizona, veteran UFO researcher and nuclear engineer by profession, is credited in securing this unusual report for this paper from Larry W. This report, like so many others, suggests that the highest degree of secrecy hides some sensational or sinister truth. Following is Larry's letter to me, dated December 14, 1980, abbreviated without alteration of text.

**December 14, 1980, letter from Larry W.:** I applaud your efforts to shed some light on the UFO riddle; perhaps my letter will be some assistance in this regard. Before I begin, let me emphasize that every detail of which I can be reasonably certain is included in this letter.

The following narrative is based upon my best recollections of an eyewitness account told to me some five years ago. For the most part, these recollections are gleaned from several pages of 'dog-eared' notes and sketches made at that time.

In 1975, I was majoring in engineering at Arizona State University in Tempe, Arizona. I was employed by the university as a classroom assistant tutoring students in an Engineering Graphics class. It was during one of these sessions that a sophomore student, Mr. DR, first told me about his personal observations of a UFO 'capture or retrieval.'

He began telling me that in 1968, he was in the U. S. Army attending an 'Intelligence' school in a remote desert area of Texas. He told me that the nearest town, Big Spring, was approximately '50 or so miles away.' About one mile from

the Army compound was a small 16 acre Air Force 'facility.' DR stressed that it could not be considered a 'full-fledged base.' Apparently, this whole area was restricted. Each installation was quite 'well-guarded and patrolled.' DR pointed out, however, that the Air Force 'facility' was particularly secure."

## Part 7: UFO Crash/Retrievals: Status Report III - Amassing The Evidence

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"...they had just witnessed a large military force capture an object which a lot of people would call a UFO. He added that 'this realization came as quite a shock to us all.' He and a majority of the others felt it was too alien to be man-made." -

Source: U. S. Army Intelligence Operative



Big Spring, Texas northeast of Midland, allegedly 50 miles from secret Army Intelligence training base and 16 acre Air Force 'facility' in 1968.

Continued: CASE B-2: 1968, U. S. Army Intelligence School, Near Big Spring, Texas

**December 14, 1980, letter from Larry W.:** 'He described it as consisting of a large metal building or warehouse, one or two small guard houses, and a nearby concrete helicopter landing pad. No airstrip or runways were visible in the immediate vicinity. The warehouse itself was surrounded by an 8-foot chain-link fence which was topped off with rolled barbed wire. The perimeter of the entire

site, including pad and buildings, was enclosed in a double '10-foot-high, barbed-wire-topped, cyclone fence.' Dogs trotted in the 5-foot corridor separating the two fences. Guard towers with lights stood at each corner of the compound.

DR stated that on several occasions, he and others had clandestinely observed unusual activity at the Air Force site. (He felt that such blatant security often attracts unwanted attention.) He cited two specific reasons why he was personally convinced that the base was operated by the Air Force. First, 'no uniformed member of any other branch of the service was ever seen gaining access to the main building.' Second, 'only blue, officially-marked Air Force vehicles ever entered or left the compound.' DR said that the feature which struck him as most unusual about the site were conspicuous 'stacks of large tires.'

He explained that while large flat-bed tractor trucks were often seen entering the warehouse, none (to his knowledge) ever left! He felt that the tires were somehow 'left over from the disassembly of the trucks.' DR certainly did not know what they were involved in. He did, however, believe that the Air Force had 'some sort of large, underground working shop set up.'

DR stated that as the months progressed, it became increasingly obvious that 'special preparations' were being made at both the Army school and the Air Force site. Security was tightened even further. Written orders were issued not to observe, talk about, or go near the Air Force compound. He went on to state that while the majority of his class accepted these orders, some could not. One group in particular, led by a soldier of 'Italian descent,' decided to find out exactly 'what all the fuss was about.'

Unfortunately, DR said this group of 'five or six' individuals never achieved their goal. They were caught wearing Air Force fatigues trying to enter the compound. They were not heard from again for 'about a month.' All but one was eventually returned to the Army Intelligence School.

In the interim, quite a shake-up had occurred at the school. Some students were transferred out and the Commanding Officer had been replaced. The new C. O. issued strict orders not to discuss past events regarding the Air Force facility. DR said that the new C. O. stressed that further security breaches would not be tolerated. (Was this one tolerated?) No one was allowed to question any of the returning class members who had 'gone down the road.'

Incredibly, DR said that no one wanted to! He remembered that of the five or six who had tried to find out what was going on, all but one returned. (No one ever found out what happened to the missing individual.) The others, however, had all 'undergone extensive brain-washing techniques,' according to DR.

Indeed, DR was convinced that their 'psychological profiles' had actually been somehow altered. He told me that 'they really did not want to remember what happened.' They kept to themselves as a group and were the subject of many rumors. (He recalled that one of these rumors centered around the sudden, rapid graying of one individual's hair!)

This, to say the least, was an interesting and highly peculiar accounting thus far. I must admit that while DR certainly did not appear to be a 'weirdo,' his story was incredible. I must also point out that in the almost full semester that I had worked with him, he always impressed me as being serious, mature and conscientious. His sincerity in relating the chain of events impressed me so much, in fact, that later in the evening I decided to write down a few pertinent notes. I verified these notes the next day. DR was kind enough to add some supplemental sketches at that time. He always responded directly to my questions, although he did choose his words carefully. He definitely did not appear to be making up anything! Specifically, I feel that in addition to its somewhat sinister portent, this might be why his account has remained in my memory all these years.

DR continued on into the 'heart' of his story. He stated that approximately two or three months after the security breach, all Army personnel in and around the school were restricted to their quarters. Near dusk and after dinner, DR said that he returned to the barracks to find that 'all of the windows had been blackened out by an opaque material.' Armed Air Force guards now appeared and ushered him and all other Army personnel into their respective barracks. They remained with loaded weapons to 'prevent us from going outside,' DR said. DR also recalled that 'the men who had gone down the road earlier, just sat in the corner like zombies.' Their enthusiasm had by now totally disappeared.

DR and a few others decided that 'they had had enough.' They all agreed to risk an attempt at looking outside. They felt that it all might 'just be worth it,' even in the receding light of dusk. They gained access to a small crawl space in the attic above their bunks. Using a large screwdriver, they succeeded in 'poling a hole through the rafters and shingles on the roof.'

When they looked out, DR told me that each person in turn observed an 'intense twinkling light descending in rapid, jerking movements down through a beautiful sunset.' DR specifically recalled that it appeared to be changing or 'shifting colors through the visible spectrum' as it came down. (My notes do not show it, but I think that he also said there was a slight whirring noise at this time.) The light now began to 'gradually diminish in intensity and take on a definite form!'

DR said that 'the light had transformed itself into an object. It hovered for just an instant, began to oscillate in an arc from side to side, and finally dropped the remaining few feet to the ground.' He emphasized that 'it was in no way a conventional craft.'

One of his friends now came up into the attic with a pair of binoculars. DR told me that the object had 'settled slightly in to the sand' and 'appeared to be disc-shaped with a small bulge on top.' He also noticed that the 'air shimmered around the craft as if it were extremely hot.' No occupants were ever sighted by anyone. DR commented that 'this did not mean there were not any.'

Air Force police immediately surrounded the object at a distance of 'several hundred feet.' DR used these men and the somewhat familiar terrain as a scale to estimate that the 'craft landed perhaps just a mile or so away.'; He thought it was between '50 and 100 feet in diameter.' He also noticed from their rather restricted

vantage point that helicopters now began to hover above the scene. Search lights came on at intermittent intervals. He also heard several jet aircraft crossing 'overhead at low altitudes.' Someone else saw two or three dark flat-bed trucks backing up to the object. A 'large crane and several huge tarpaulins' were the last details DR noticed as darkness fell. He recalled that all of them were quite 'excited and wanted to see what happened next.' However, they decided to go downstairs since none of them felt very secure about what they were doing.

DR and his friends were careful as they crept down from the attic. After awhile, however, they all 'began to whisper' among themselves about what they had just seen. They all agreed on one thing: they had just witnessed a large military force capture an object which a lot of people would call a UFO. He added that 'this realization came as quite a shock to us all.' He and a majority of the others felt it was '*too alien* to be man-made.' They further agreed it would be very unwise to ever 'discuss what that meant again.'

The next morning before breakfast, DR observed that the Air Police had cordoned off the landing area and the craft was gone! He was sure that it had been taken 'down the road to the warehouse.' It was a day of 'somewhat lessened restrictions and heightened tensions.'

This unsettled atmosphere continued for the next two months until class graduation. DR stressed at this point in his story that what happened in the next few months has troubled him a lot. He also added that it provided the impetus 'for no longer keeping the whole account a secret.'

It began with their orders overseas. Without exception, the whole class was issued orders to Viet Nam. Although DR spent 18 months in and around the Mekong Delta area, he later traced some of his friends to Cambodia. He pointed out that he was shot at several times 'under rather unusual circumstances.' Specifically, these 'potshots' usually occurred when he was alone and '99% of the time in non-combatant' areas. Once in a Saigon hotel, DR recalled a shot rang out which just missed his head. He had the presence of mind to dig it out of the woodwork intact and later to weigh it. He told me that the number of grains 'corresponded exactly to that of an American .38 caliber slug.' DR was certain that it was not Soviet-made! He now began to suspect that his situation was really more dangerous than it should have been for 'someone who rarely went out into the field.' (Without going into specific details, he also mentioned that he began to 'exercise due caution' when alone.)

His suspicions were later confirmed when he learned that almost half of his original class were officially listed as 'K.I.A. or M.I.A.' More distressing even than this, however, was the news that of those who had actually witnessed the capture (or whatever of a UFO) from the attic, all except DR and another soldier were now either dead or missing! DR left Viet Nam after 18 months feeling extremely 'lucky just to be alive.'

DR returned to Texas in 1971. He told me that he was determined to 'put it all behind' him by leading a normal civilian life. However, he did add that 'memories of the whole incident continued to plague him.' He recalled one instance that

particularly upset him. Specifically one night at dinner in a Dallas restaurant, DR's new bride introduced him to a relative who was coincidentally a Colonel in the Air Force. DR said that later in the evening he asked the Colonel if he had ever 'heard of an Air Force facility near Big Springs?'

The Colonel immediately ushered DR into the men's room where, according to DR, he took 'care to ensure that we were alone.' The Colonel then proceeded to 'interrogate' him about the base at Big Springs. He specifically wanted DR to volunteer the details of any 'strange craft' that he might have witnessed landing! Up to that time, DR said he had not told the complete story to anyone. He certainly was not going to tell the Colonel anything either. He simply mentioned to the officer that he had heard 'vague rumors about a UFO crash in the area.' DR politely omitted any references to a controlled descent made apparently under military supervision.

Then, according to DR, the Colonel began to 'vehemently insist' that he instantly forgot anything relating to Big Springs Base.' DR of course asked for an explanation, but the Colonel responded with concerns about 'national security.' The Colonel did tell DR, however, that the 'whole operation was set up in the national interest.' He categorically denied to him that it had anything to do with a UFO. DR told me that he persisted in his inquiry about a UFO. At this point, DR said the Colonel 'became rather upset' and stated that he might have to initiate measures to ensure DR's cooperation.

DR was very specific about his conversation with the Colonel. He told me that any mention of a UFO together with Big Springs Base brought on 'unsettling ramifications.' So much so that after his discussion with the Colonel had ended so abruptly, DR went back to the table and immediately left with his wife. He added that 'it ruined what could have been a nice dinner.'

At this stage, let me say that I honestly believe that any reasonable person would have a few serious doubts about DR's whole story. Let me again stress, however, that these doubts should mainly be due to the incredible nature of the account itself and not to DR. At no time, even when relating specific details of 'the incident' did he ever appear to be uncertain or contradictory. His demeanor was always one of credible sincerity.

I cannot, on the other hand, rule out that his story was an aberration resulting from a hidden psychological trauma suffered in Viet Nam. I seriously doubt this, however. I felt that the two of us had a good rapport. Perhaps this was the reason he confided in me. He did not, so far as I could ascertain, tell anyone else the whole account, nor did he request that I keep it a secret. Simply stated, someone in our drafting class brought up the subject of UFOs one day and, one thing leading to another, DR began to relate his incredible account of the 'Big Springs Incident' (as I call it). It certainly is worthy of conjecture, particularly in light of the recent movie, *Hangar 18*. It also, like the movie, is more than a slight bit sinister in its implications.

I did make some effort to locate DR and have him verify the contents of this letter. Unfortunately, I didn't have any luck. He is not listed in the telephone directory,

nor does Arizona State University have any additional information on him. I have not tried to substantiate any details of his purported UFO retrieval. You should be aware that quoted phrases and words in this letter are, however, taken directly from the notes made during and immediately after my discussion with DR. It was, of course, necessary for me to at times rely on my memory alone. This was done mainly for the sake of continuity. I endeavored to be as accurate as possible in my interpretations.

Leonard H. Stringfield COMMENT: Whatever the explanation for the event, mystery helicopters are involved as they have been reported in and around other military installations researched by Tommy Blann. Notably, unmarked choppers are often reported near cattle mutilation sites. Of recent concern, (choppers were also reported) in the well-publicized Cash-Landrum case occurring near Dayton, Texas, on December 29, 1980. In this incident, over 20 choppers were allegedly observed escorting a fiery UFO which caused three people to be hospitalized for suspected radiation effects.

#### CASE B-3: 1974, California Specialized Training Institute, Camp San Luis Obispo



San Luis Obispo is south of Hunter Liggett Military Reservation, but the Camp San Luis Obispo location is unknown.

Randall Clement, Truckee, California, has been a willing and able contributor to my special research project long before I published *Status Report II*. In 1981, he found a big piece to the puzzle from a new source - a sergeant in the California Highway Patrol. In 1974, the sergeant, attending classes in an Officers Survival Course at the California Specialized Training Institute at Camp San Luis Obispo, was privy to hear a former high ranking Army officer, who addressed the group, make what he considered high level disclosures about the UFO. Clement's letter of March 10, 1982, covered the disclosures follows:

**Randall Clement, March 10, 1982 Letter:**

'I am a dispatcher for the California Highway Patrol and have been for almost 2 years. Prior to that, I was a dispatcher for the Shasta County Sheriff's office in Northern California. For the past 5 years, I have primarily focused my attentions toward those undocumented sightings made by law enforcement officers. That is to say, policemen who would rather not have a police report made of their (UFO) sightings, for fear of being deemed mentally incompetent in their job.

In November of 1981, at a Dispatch Center in Central California, Sgt. X, a 15 year veteran officer with the CHP, approached me to request if I had any UFO material that he might borrow to read. After assuring him that I did and said I would mail him a package of MUFON literature if he would let me have his address, he declined the offer. Instead, he asked me if I had any knowledge of a crashed saucer incident that had taken place in New Mexico.

I explained that I had direct information from people who had knowledge of recovered UFO and supposed alien bodies from an incident that occurred in New Mexico. Upon obtaining my promise that his name would not be mentioned or used, he related the following story:

**About Sgt. X:** 'In 1974, the Sgt. attended an Officer Survival Course at the California Specialized Training Institute at Camp San Luis Obispo. The teacher/instructor of the course was Mr. Y. He is a retired high official from the U. S. Army.

The Sgt. claimed that Mr. Y announced to the class one day that he had information of a crashed saucer in New Mexico and the recovery of occupants of the UFO. He further stated that there was no harm in releasing this information to the class because the U. S. Government would be releasing the information to the public within three months.

The Sgt. believed from the way Mr. Y was relating the story that he was possibly at the scene of the recovery as it sounded that the information was firsthand. The subject was talked about for a few minutes with Mr. Y refusing to answer any direct questions about the UFO incident with members of the class. Then the survival class was resumed. I have seen a copy of the announcement of courses offered at the California Specialized Training Institute. Without going into any detail, Mr. Y has quite a list of degrees, credits and qualifications, including 1) U.S.A. Military Police; 2) U.S.A. Command and General Staff College; 3) Army War College.

Further contact with the Sgt. was unable to obtain any further information on Mr. Y. The Sgt. was unable to recall any more details of the short conversation from that day.

At this time, I am attempting to locate other officers who might have attended this class during the same general time span to see if they heard Mr. Y. tell the same story. So far I have been unable to locate any CHP officers who attended.

As some people know, 1974 was the year that it was rumored the U. S. Government was going to make a press announcement regarding a recovered UFO to the public. It has been a long, long wait.

Leonard H. Stringfield COMMENT: The officer's disclosure, according to the CHP sergeant, is significant. His reference to an imminent 1974 government announcement declaring UFOs were of extraterrestrial origin is extraordinary, indeed. I knew that a report was quietly circulating among responsible researchers in late 1974 which anticipated such an announcement, perhaps jointly by the U. S. and France. According to notes in my UFOlog, December 3, 1974, I was alerted by Walter Andrus, Director of MUFON, to be prepared as Public Relations Director to rush to Chicago to join him and Dr. Allen Hynek of CUFOS in a press conference if official word was released. 'Straws in the wind,' I noted, 'were rife that the announcement would be made December 15, 1974, by President Gerald Ford.'

On the suggestion of Andrus, I prepared a tentative press release, got both his and Hynek's approval, and we waited. In my UFOlog entry for December 16, 1974, I noted: 'Wonder what President Ford and Giscard d'Estaing, President of France, are discussing in Martinique beside the oil problem?'

If UFOs were on the agenda, we can only guess. The Martinique meeting ended with nothing said about UFOs. The biggest story ever, was never told."

## **Part 8: UFO Crash/Retrievals: Status Report III - Amassing The Evidence**

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*"The Colonel stated that underground installations, as well as isolated areas of military reservations, have squadrons of unmarked helicopters which have sophisticated instrumentation on board. Squadrons are dispatched to areas of UFO activity to monitor the craft or airlift them out of the area if one has malfunctioned."*

- Source: USAF Colonel, Carswell AFB, Fort Worth, Texas

### **Leonard H. Stringfield:**

#### CASE B-4: 1962, Crashed Disk In Northern New Mexico

[Editor's Note: Carswell AFB was one of the first Strategic Air Command bases, originally created on July 18, 1916.]

Researcher Tommy Blann met Lt. Colonel X through a friend of another military officer stationed at Carswell AFB. 'There were many exchanges of communications between myself, my friend and the other officer before the Colonel decided to meet me in person,' commented Blann in his personal summary of the discussion, recorded March 14, 1975, which Tommy obliged to send me in November 1981.

Although sensitive portions of Blann's notes have been omitted here on his request, in deference to his informant, an excerpt that is pertinent to crash landed UFOs follows:

#### **March 14, 1975, Letter from UFO Researcher Tommy Blann:**

'The Colonel stated that underground installations, as well as isolated areas of military reservations, have squadrons of unmarked helicopters which have sophisticated instrumentation on board. Squadrons are dispatched to areas of UFO activity to monitor the craft or airlift them out of the area if one has malfunctioned.'

When I asked him about the crashed discs and humanoid bodies being taken to

Wright-Patterson, he told me that 'in the earlier years, they had taken some bodies to that base, but later it depended on where the bodies were found. They had a hell of a time setting up procedures for this operation, as well as getting the craft out of the area without it being observed. Usually this was done at nighttime.' He feels the bodies are now being flown outside the U. S. to a secret naval installation on an island in the Pacific Ocean.

I then asked him had he ever observed a crashed craft and any humanoid bodies? He hesitated and said that he witnessed one crashed craft in Northern New Mexico in the summer of 1962. It was dull aluminum-looking disc like two saucers inverted end-on-end, with a dark section running around the center of the craft. It appeared to be 30 feet in diameter and about 12 feet high. There was no noticeable landing gear and the craft had skidded, digging up a small trench.

There was a team of eight men wearing jump suits and gas masks. Each man had a specific job to do. The main testing is not done in the field. Only the preliminary data are recovered. He said if you hear of a case where there are a large number of men crawling all over the craft without proper attire and doing all types of testing, you can bet it did not happen.

There were two bodies recovered from the craft and they were put in a large unmarked silver van and whisked off. I did not get a good look at the bodies. However, they looked small and were dressed in silver, skin-tight flight suits. They were taken to Holloman AFB as well as the craft and then sections of the craft were sent to various research labs, including Los Alamos Laboratories. I believe the bodies were also taken to Los Alamos and samples sent to other locations. They were not taken to Wright-Patterson.

He would not give me any further details and stated he had said enough. I don't know if he is telling me the complete truth, but I do know that some things he said coincided with what I already knew from other sources.'

**Leonard Stringfield Comment:** Above all else, the Colonel's alleged presence at a crash site in New Mexico in 1962, ties in with the report described by researcher Robert Barry involving his C.I.A. source in same place, same year.

See Case A-6 in *Status Report II*. Also of note in both reports was the recovery of two small occupants wearing tight-fitting suits. Unfortunately, there is one glaring discrepancy. Each report describes the size of the craft differently. In the case of Colonel X, it was 30 feet in diameter and 12 feet high. The C.I.A. investigator's was 68 feet in diameter and 13 feet high. Both heights were close enough, but the diameters are off by 38 feet. Is one report, or both, miscalculations? Did two crashes occur, accounting for the diameter differences? Is one or both reports fake? Also of note is the variance in size of the craft seen in a hangar at Wright-Patterson, 1962, perhaps 'freshly' retrieved, cited in Case A-6 in this paper.

Significant is the Colonel's remark that retrieved craft and occupants have not all been sent to Wright-Patterson. Much ado has been made by some researchers unwilling to believe that during the 1950s most captured craft - because of size - could have been shipped by rail or over inadequate highways from far away places to Wright-Patterson AFB. Agreed, reported craft sizes over 30 feet in diameter would have been a

monumental task to transport from great distances. However, I have not claimed that all craft have been shipped to that base. I suppose if human purpose or the priority were strong enough, anything can be done. Notably, experts are still baffled by the feat of the ancient Egyptians who transported more than 2 million stone blocks, some weighting 15 tons, to build the great pyramids almost 5000 years ago. It seems they had a purpose. Maybe the U. S. Air Force had a purpose and the priority.

### CASE B-5: 1953, UFO Crash At White Sands Proving Ground

In this case, Lt. Colonel RAB becomes a first person witness for Richard Hall, who is a veteran researcher and Editor of the *MUFON UFO Journal*. It begins with a letter addressed to NICAP on April 8, 1964, from HC, a student at the Bob Jones University, Greenville, S. C., a copy of which was sent to me by Hall and is quoted in part as follows:

**HC Letter Addressed to NICAP, April 8, 1964:** 'Here at school there is an instructor who was an adjutant to an Army Air Corps General at one of our New Mexico proving grounds during the Korean conflict. I got the following story from him.

In 1953, a flying saucer crash-landed near the White Sands Proving Grounds. Air Force personnel immediately rushed to the area and found the saucer, unharmed and unoccupied, with doors open. Upon searching the surrounding area, they came upon the bodies of the saucer's four occupants, all dead.

Shortly after this, certain top level personnel were given the true saucer story by Air Force officials. In his capacity, my source was included in this. They were shown the bodies of the four occupants of the ship, which he described as from three to four feet tall, hairless and otherwise quite human in appearance. An autopsy had been performed on one of them to determine the cause of death. He described them as ovoid, with a length of twenty-five feet, and a width of thirteen feet. They were shown the interior as well and there were no visible means of control, no visible means of propulsion. He told me that since that time, the Air Force has been working intensely, although unsuccessfully, at trying to discover the means of propulsion.

I can vouch for the validity of this information as well as the reliability of the person I got it from. This you can state as positive fact. Due to the fact that he is still affiliated with the armed forces, he prefers that his identity remain hidden. He also told me that this is top secret information which is highly guarded to prevent leaks. (Then why is he telling college students about it?' - Richard Hall)

In 1977, as a result of HC's lead, Hall arranged to meet Lt. Colonel RAB during a radio interview in Washington, D. C., which he explains in his memo to me on June 24, 1980.

RAB was a Lt. Colonel in Army Reserves, former helicopter pilot in Vietnam or Korea or both. As a former aide to an Air Force General, he saw firsthand four alien bodies at Langley AFB recovered from a crash in 1953 near White Sands, New Mexico. The four bodies, RAB said, were found outside the saucer which was

intact, with doors open.

RAB is very religious. He was in Washington as a representative at a religious conference. I have sent him *Status Report II* with a note suggesting that after he has a chance to appraise your discreet handling of sensitive information, he might be willing to talk to you. As I recall, he is not convinced the information should be made public.

**Leonard Stringfield Comment:** 'In follow-up, I wrote to RAB (xerox copy to Hall), but never received a reply. According to RAB, four bodies were found outside of the crashed craft in New Mexico in 1953. Significantly, his testimony parallels that of KA in Case A-2 in this paper who photographed, from a helicopter, four bodies outside the craft in New Mexico in 1954. The difference of one year! KA stands firmly on the time of his incident and unfortunately, RAB cannot be reached to verify his memory of the date.'

#### CASE B-6: 1948, UFO Crash in New Mexico

The following notarized statement, signed by veteran researchers, John Meloney and Lorraine Duchesne, bear witness to the testimony of the informant, WW. The notarized statement is a positive step in procedure to obtain credence for intermediary information. In recent years, John Meloney of MUFON and formerly of NICAP, and I have exchanged UFO information by phone and letter. Once we had occasion to meet personally on a UFO case.

**Report by John Meloney and Lorraine Duchesne On February 9, 1980:** "On February 9, 1980, Lorraine Duchesne and I called on WW at his home in New Hampshire. In 1978, he had told Lorraine that he had been at the site of a crashed saucer in Mexico many years ago when in the OSS (WWII's Office of Strategic Services). After talking with him awhile and explaining that I had considerable knowledge about UFOs and alien beings, and that I was formerly in the U. S. Intelligence Service, he gave us some guarded information. But I had the impression that he knew a lot more."

I said I wondered if he could verify that he was at the saucer crash of 1952. He said it was earlier than that. Eventually he admitted it was in 1948 in New Mexico. He said he remembered the location so well he could take me to the exact spot right now, but he would not say where it was. (I had used the 1952 date as a test.)

He said he saw the corpse of an alien lying on an examination table covered with a sheet. He was reluctant to describe it, so I showed him the picture of the drawing of a hand in Leonard Stringfield's report, *The UFO Crash/Retrieval Syndrome - Status Report II*, October 29, 1979. He said it was just like that, but had only three fingers. Then he admitted the small finger might have been tucked underneath the hand. He said the hand was white, except for webbing between the fingers, which was brown. Only the hand was protruding from the sheet.

He said a sheet covered most of the body, but the forehead was also showed above the sheet and that, too was white. The face was wide and wrinkles in the sheet showed the outline of the head to be triangular with a point at the chin where it

should be. There was no bump in the sheet where the nose should have been.

He said he thought it was some kind of 'throwback' in human evolution. It was not until he read a report about it (which he was not authorized to read) in the company of a friend named "L," that he realized he had been looking at an alien body. Both men were in the OSS at the time and were even part of a recovery team.

He said they were all told not to discuss what they had seen and that the body was taken to the U. S. He said there were a lot of Mexican civilians around and they were not told to keep it secret. The implication was that there might still be witnesses in the area who would remember the incident.

The rest of our discussion pertained to technical aspects of UFO propulsion and adaptations of alien technology that have been developed on Earth. His remarks in this area were not relevant to this particular incident though he showed a great understanding of physics. He indicated a willingness to pursue technical matters further if I could put him in touch with a scientist with certain qualifications which he outlined.

I am sure that if I had not been introduced by Lorraine Duchesne and had not first convinced him that I already knew about saucer crashes, that he would not have discussed the matter at all.'

Following the conclusion of the statement were the signatures of four people: John Meloney, Lorraine Duchesne, a Notary Public and witness of WW, with the statement: 'I swear that the above is a true and accurate report of the gist of our discussion.'

#### CASE B-7: 1980 Story About 1962 or 1963 Craft and Alien Body Recovery, Location Unknown.

On a tip from Bill Hamilton of Phoenix, Arizona, at the MUFON Symposium in Houston, Texas in June 1980, I was soon in communication with Ms. CM of Los Angeles, a successful freelance writer who knew about a secret movie allegedly showing a freshly recovered alien craft with occupants, filmed inside an Air Force hangar. The movie, in color with sound, and of 17 minutes duration, said CM, was in the possession of a person formerly in the government service whom she did not identify. According to CM, the film showed various aspects of high ranking personnel around the craft inside the hangar. One phase, or scene, showed the removal of five alien dead bodies.

'It would be the proof,' emphasized CM, who claimed to be in a pivotal bargaining position to discuss the matters with me. Knowing of my UFO work and my public relations experience, she asked for my recommendations for a plan to release the film to the media. We agreed there was a need for scientific back-up to prove that the film was authentic. CM said, 'A special screening has been arranged for me to see it next week. So far, only three people know about it.'

The date of the retrieval was not clear. CM thought it was 1962 or 1963. 'You will get all

the facts soon,' she said. She added, 'You will probably be called here to see it yourself. In the meantime, it's in a bank vault.' When I called a week later, the mood had changed. CM said, 'The time is not right. He's scared and needs time to think. I'll call you when he's ready.'

Weeks went by. Nothing. When I called again, I was told only that her source was frightened and in hiding. The last word I had from CM was a message in a Christmas Card dated December 22, 1980, which read in part, '...I have no news on the important matter we discussed.'

In 1981, I heard from another person who knew about the film. 'They moved in on him,' he said ominously. He did not identify the 'they.'"

## **Part 9: UFO Crash/Retrievals: Status Report III - Amassing The Evidence**

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*"He (prominent French biochemist) was taken into a special room where he could leisurely study the corpses of two humanoids. They were very tall (2.3 meters or so, or 7 feet 3 inches) and bore hideous mutilations on their bodies, as if they had been the victims of a road accident! The heads of these two creatures were intact.*

*The forehead high and broad. Very long blond hair. The eyes were stretched towards the temples which gave them an Asiatic look. ...the humanoids were of extraterrestrial origin."*

- Source: *Preuves Scientifiques OVNI* © 1981 by J. C. Fumoux

### **Leonard H. Stringfield:**

#### CASE B-8: 1979, Autopsy of Humanoids

Allegedly, UFO affairs involving the United States and many world governments are of the highest degree of secrecy. If my 'insiders,' both here and abroad are correct, there is a high level international exchange of UFO data and a cooperative contingency plan for alien craft retrieval. I have been told on good authority that countries in NATO have close Intelligence ties as does the U. S. with Australia and New Zealand, and some countries in Latin America, Asia and Africa. Some insiders even believe that Russia, and more recently, the Peoples Republic of China, share a close detente on UFO matters. But, except for the sensational 'stuff' which gets top billing in some tabloids, precious little of the real tactical or scientific data leak out to trickle down to the researcher. Although stories of crashed alien craft surface from distant lands from time to time, the stories of recovered occupants are rare. Thanks to a new French connection, maybe there is light in the end of the international tunnel.

Word about an alleged French medical consultation, involving a post mortem evaluation of two cadavers in the United States came by letter from Jean Sider of Clichy, France, on April 17, 1980. In this letter he referred me to Dr. John Gille of Paris, with credentials in the Centre National De Recherche Scientific (National Scientific Research Center), an equivalent to NASA.

Dr. Gille's response to my request for information came by letter dated May 7, 1980, as follows:

'Dear Mr. Stringfield, ...I had decided to write to you before receiving your kind letter of April 28, 1980. I got a copy of *Situation Red* (© 1978 by Leonard H. Stringfield.) For me, it was a nice breath of fresh air in the somehow dreary field of Ufology. Of course, I knew of some UFO crash/retrieval affairs and I began to investigate one.

Here follows a summary of what I know about that affair:

In the spring 1978, I met Jean-Charles Fumoux, then chairman of a little UFO association, the A. D. E. P. S., in the south of France. What led me to this group was the desire to meet a certain Francois Gardes - alias Julien -- a former member of the French Intelligence community and a former chairman of ADEPS. I had concluded at that time that all important and sensitive information about UFOs, at least available, were in the possession of members of Intelligence agencies.

Turning back to Fumoux, he told me some anecdotes of very high strangeness level. The one which involved two UFOs that crashed into a marsh seemed to me the most easily checkable and is summarized in the 5 pages I enclose, a photocopy of the French original account, typed by Fumoux.

Months afterward, I succeeded to get from Fumoux the name - and later, the way to get the address of the 'professor' who caught a glimpse of the deceased aliens. He was a Mr. Leon Visse living at St. Pourcain-sur-Sioule (a village near the little city of Moulins in the French department of Allier). The person who gave me the address of Visse was his employer, the Director of the College Notre-Dame in Moulins, a secondary school of denominational nature.

Visse gave me an appointment and I met him at his home February 6, 1979. He is a man between 50 and 60, the appearance of a country doctor. I explained the aim of my visit - his involvement in a humanoid's autopsy affair. He denied all at once, but failed to show any sign of amazement.

'I never had any participation in any humanoid's autopsy affair,' he said very quietly. 'Nevertheless, what you just told me (I had given him a sketchy account of the Fumoux story) is perfectly true. Only a biologist of really big caliber could imagine a description of the body of an extraterrestrial alien which so accurately fits with the great principles of modern biology and exobiology.'

'This sober description contains an interesting detail,' said Visse. 'The alleged fact was that alien bodies exhibited a much more developed lymphatic system than the standard human body. Never would a medical student be able to fantasize such a trick.'

Mr. Visse went on for a long time explaining to me that hyper-development of the lymphatic system would be hypothetically normal for interstellar travelers. An effective antigenic system was duly needed to avoid possible diseases produced by microorganisms which are said to infest areas in the galaxy. On the other hand, he said, very few muscular needs were to be expected for individuals belonging to

space civilizations. Therefore, a diminished cardiovascular system which was precisely what the alien bodies showed.

Mr. Visse made the point that dredging of the bottom of the seas was given up a few years ago, both by the U. S. A. and the soviet Union. The cause of that would be the risk that an unknown virus would be brought up to the surface, providing occasions for it to wipe out the whole of mankind. I reminded him about *The Andromeda Strain* by Michael Crichton, a so-called fictional book. He agreed that such books or movies were devised as a covert warning.

Mr. Visse concluded with these words: 'Your informant protected himself giving my name. To hide his actual source, he cited me, thinking you would never reach me.' Visse told me to go to survivors of the French team, which won the Nobel Prize in 1965.

[Editor's Note: The 1965 Nobel Prize in Physiology or Medicine was awarded "for their discoveries concerning genetic control of enzyme and virus synthesis" to Francois Jacob, M. D. and Ph.D., Andre Lwoff, M. D. and Ph.D., and Jacques Monod, Ph.D., all from the Institut Pasteur, Paris, France.]

I met Prof. Andre Lwoff on 10.25.79, at his office at the Institute Pasteur in Paris. He ousted me quickly, saying he was aware of nothing concerning this affair and that, of course, flying saucers do not exist and were only swamp gas, meteorological balloons, misinterpretations and hoaxes. He said Prof. (Edward) Condon proved this.

So, I was led to a dead end. I got no more information. Visse never sent me the documents he promised me. I saw Fumoux again several times and he swore to me that Visse was indeed the real man. I knew Fumoux was a former Air Force officer and that he had connections at that time - and maybe still - with Intelligence circles. He also told me two or three interesting UFO C/R stories.'

### **Leonard H. Stringfield:**

"Next, I met Dr. Gille in Houston at the MUFON Symposium in June 1980, where we tried to find the time and place to talk privately, but circumstances prevented an adequate discussion. Time passed and when it became known that I was preparing my third monograph on UFO Crash/Retrievals, I heard from the scientist again by phone, followed by a letter.

His letter of November 20, 1981, said in part: 'I am preparing a comparative report about the variations in Fumoux's testimony, which in my opinion, serve as a contrived method he used to tell a genuine fact.'

Enclosed was a section of J. C. Fumoux's recent book, *Preuves Scientifiques OVNI* (published in Monaco in 1981), which he had translated for my review. It is quoted in part as follows:

**Excerpt from *Preuves Scientifiques OVNI* © 1981 by J. C. Fumoux:**

'...the other accounts quoted by Leonard Stringfield come from military officers who were on duty at Wright-Patterson, or from civilians under military contract at this base. Now, more and more American scientists maintain that they have been appointed by military authority to perform biological analysis or anatomical studies on humanoid bodies. What a coincidence, the name 'Wright-Patterson' crops up in their remarks. This confirms what a French scientist, Mr. L. ...., a world famous biologist, says. He admitted in 1969 to have been dispatched by the American government to Wright-Patterson to carry out precise experiments.

This professor, a former colleague of Lwoff, Monod and Jacob, Nobel Prize winners in 1965, and a Professor at College de France, told his adventure to a group of students in 1969. During the year 1959, he received an invitation from an American scientific organization for a three months lecture tour in the American universities. The subject for these lectures was histons (which are special elements connected to cellular genetic material). In this particular field of research, this professor was among the world's number ones.

A short time after his lecture, he was asked if he would perform an experiment about histonic weight on particular cells. Computation of histonic weight was precisely the field he knew best, so he eagerly accepted the job. An appointment was scheduled. A few days later, an American scientist, who was also a biologist with whom he kept correspondence by mail for many years, came to pick him up. They took the shuttle USAF plane and wound up at Wright-Paterson AFB. Of course, the French professor was very surprised to wind up inside a military compound. But he began his work, having all the necessary equipment made available to him and rallied around by three assistants who knew their job well.

In his first test, he found a ridiculously low histonic weight, much lower than human cells, which looked impossible to him. It had to be one thing or the other: either he was wrong with his experiments or genetic theories about histons had to be entirely revised.

[Editor's Note: Histons and DNA are found in the cell nucleus. DNA is a double stranded structure built up by many millions of nucleotides. DNA is twisted around proteins named Histons which act as spools around which **DNA** winds and they play a role in gene regulation. Histones are found in the nuclei of eukaryotic cells. There are 5 different types of Histons.]

Logically, he chose the first hypothesis and decided to do his experiments again. After awhile, he got the same results and asked to be allowed to look at the organism from which the cells came. His request was of the utmost importance. If not, he would have to go over again all the studies he had run for years. Was it a particular virus? Whatever the case, the soundest theories were to be revised and the most important genetic works were challenged.

## Twin Humanoids, Long Blond Hair

To his surprise, he was taken into a special room where he could leisurely study the corpses of two humanoids. They were very tall (2.3 meters or so, or 7 feet 3 inches) and bore hideous mutilations on their bodies, as if they had been the victims of a road accident! The heads of these two creatures were intact. The forehead high and broad. Very long blond hair. The eyes were stretched towards the temples which gave them an Asiatic look. The nose and the mouth were small. The lips were thin, perfectly delineated. The chin was small and slightly pointed. the two faces were beardless. Despite slight differences in their facial appearances, the two humanoids looked like twins.

Other facts as well puzzled him. The corpses had stayed in formalin. Nevertheless, they remained perfectly white. They did not have keratin granules which allow the human being to get a tan on summer days. He was also allowed to study the other aspects of the two beings' physiology and to note that their lymphatic system was dominating and virtually had taken the place of their blood system. The eyes of these creatures were of a very light blue shade and did not look different from ours. The hands, although slender, were very human-like. On the other end, their toes were very small and their feet absolutely flat.

In the course of this appraisal, his American colleague drew his attention to some details which had gone unnoticed. Then he explained that the humanoids were of extraterrestrial origin. Though he was appalled to have seen two beings belonging to another world, the French professor was more relieved to note that his genetic theories were not challenged and his twenty years of research did not end in failure.

Before leaving Wright-Patterson, two members of the American security services made him swear to secrecy for ten years and he kept his word. His journey back to France took place without troubles and he quietly carried on his research work at his Paris laboratory. The department in Wright-Patterson where the two humanoid corpses rested at the end of the year 1959 was named FTD (TDETR).

I have to confess that I have hesitated a long time before publishing this amazing story which, I don't doubt, will bring down all the French scientists' wrath upon me and particularly from those who work in our official G.E.P.A.N (Groupe d'Etudes des Phenomenes Aerospatiaux Non-identifies, Study Group for Unidentified Aerospace Phenomena, established in Toulouse, France in 1977; director was Dr. Claude Poher.) But I did it because I have been granted the French scientist's permission, providing I don't name him."

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## **Part 10: UFO Crash/Retrievals: Status Report III - Amassing The Evidence**

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*"An officer in charge explained that they were to see a movie on UFOs. The movie, about a half hour in duration, showed shapes of UFOs - top-shape, saucer-shape, their ability to hover, speed, and manner of sudden disappearance. He could not recall seeing UFO occupants. They were briefed after the movie and instructed to be on alert for UFO sightings States-side and report same to the Army."*

- Source: Spec. 5 in the 7th U. S. Army, Munich, Germany, 1968

### **Leonard H. Stringfield:**

#### (continued) CASE B-8: 1979, Autopsy of Tall Humanoids

"On January 14, 1982, Dr. Gille answered my request for a summary of his probes and his opinion of the Fumoux story. His appraisal follows:

**January 14, 1982 Letter from Dr. John Gille, Centre National De Recherche Scientifique, Paris, France:** '...I met this gentleman, Mr. L. B. Visse. But I had not the opportunity to check everything which would have been of interest about him (lack of money, time, maybe courage). I just talked to his employer on the phone, Brother Roy, the principal of the denominational school Visse taught at. I spoke to a Sister (or Mother) who was also in charge at the same school (her name is in my files in Paris). She, too, knew Visse. These two ecclesiastics provided me the precise address of Visse: Souitte (the hamlet where his house was), St. Pourcain-Sur-Sioule (a town between Moulins and Clermont-Ferrand.)

I remind you that Mr. Visse assured me he was not the man involved in the mortuary of the Fumoux story. In fact, that he was not ever involved into any aliens' autopsy affair! (That later wit, in French, let me hoping that he was not so naive, after all.)

I have no definite opinion if he was indeed the right man or not. For me, it's 50% yes and 50% no. Visse had indeed knowledge about cover operations. He had the

appearance of a country (French) doctor. Shabby clothes, but very much at ease with himself. It seemed to me - but it could have been my imagination - that he was accustomed to military ways of thinking and behaviour. But all that is merely intuition from my part. As I told you, I have no further hard data.

More, Prof. Andre Lwoff swore to me that he had never had any knowledge about a Visse as a biologist. In the Fumoux story, the witness (Visse?) was supposed to be a member of the Lwoff-Monod-Jacob team (1965 Medicine Nobel Prize Laureates.) I strongly presume that Fumoux used the prestigious references as a device to emphasize, to give weight to, his story.

On the other hand, Visse was absolutely unmoved by the Fumoux story when I told him. I mean, he did not show any surprise. He was not shocked at all by the odd subject (Lwoff was shocked a lot!)

In short, I believe Fumoux knew *something* about alien/retrieval affairs. But what he knew was certainly distorted and worse, we have (my analysis) the proof he further distorted whatever he had as data. (Analysis not published because of length).

Fumoux, I felt at the time - and my companion felt the same - was a little (or more than a little) afraid of his former employers. (A few years ago, he was in the French Air Force. I did not verify it, but I am sure because of the knowledge, attitudes, jargon, etc.) That was one thing. But he told us he was approached during the time he was in the service by officers from the French Intelligence services (S.D.E.C.E. ?) Air Military Intelligence. He told us that he did not want to work for them. So, he had to eventually leave the service. What I was able to check was that he still had ties with these Intelligence people.

What makes the testimony of Fumoux really important is that he delivered it to me before your bombshell at the MUFON Symposium in Dayton, Ohio. He had no way to be aware of your work. Situation Red, The UFO Siege was already available in French when I meet Fumoux, but he had not read it. He had read almost no books on Ufology. More, stories of alien occupant retrievals were totally discredited among the ufological community prior to your disclosures at the Dayton Symposium of July 29, 1978. The latest data available to the average ufologist were derogatory comments about the book by Frank Scully (out of print in French since the fifties).

In conclusion, if unfortunately the Fumoux story is just a set of lies, I think it was scheduled and monitored by other people than Fumoux. In this case, we would have to unmask the 'other people.'

I am ashamed of this long passage about Fumoux, but it's a little difficult for me to convey in a letter the different and subtle assessments I have because of his key testimony.

I am in favor of us telling this story as we know it with the names (Fumoux, Visse, Gille). It's the only data we go on. Without them, it's just another flying saucer story, good enough to be told to grandchildren before a fire.

Again, I emphasize the difficulties of communication between you and me. Such things (the Fumoux story) should be examined by both of us directly, without the handicap of mail or phone communications.

My employers in France (the C. N. R. S. - National Agency for Scientific Research) respect me for that, even if they don't appreciate my involvement in Ufology.

P. S. About the French UFO crash, Fumoux at the time I met him in June 1978 told me another 'unbelievable' story: a UFO supposedly crashed in 1975 (?) at Roissy (Charles DeGaulle airport about 10 miles north of Paris). I heard this from another source than Fumoux - (broadcast) about this incident. It's by no way a proof of its genuineness. I think that the French are pretty eager to not lag behind the United States, even in this matter of UFO Crash/Retrievals! It could be true. It's like for Visse - I would bet 50% - 50%.'

#### **Leonard Stringfield Comment:**

During my correspondence with Dr. Gille, I was led to believe by an 'inside' source that the tall 'basketball player size' alien entities had been in a mortuary of a medical center in Chicago. Attempts to get verification failed as expected. At this time of writing, the case rests on square one. Dr. Gille reminds me, however, that there is a 50-50 chance that Prof. Visse or Fumoux, or both, know the truth and might be playing masquerade.

Late word from Dr. Gille, datelined April 16, 1982, Marseilles, France: 'I was able to verify that the Fumoux story about the tall humanoids was told independently to Jean Sider by a young French researcher, Thierry Pinvidic, who assured me he had read the story during a tour in the United States in late 1979. He was unfortunately unable to recall where. ...Exhibiting an independent source for the Fumoux story would be an important step forward.'

Feel assured, despite our difficulty with communications, Dr. Gille and I will pursue the Visse-Fumoux affair to greater depths.

#### CASE B-9: 1980, Photos of Alleged Extraterrestrials:

Considering the seeming scarcity of Crash/Retrieval reports surfacing from Europe, researchers there, like in the United States following the Frank Scully affair, had for years avoided probing the issue. Since the release of my first two papers and later the book, *The Roswell Incident* by Berlitz and Moore, there is a new and strong interest. Among those making serious probes is Michael Hesemann of Neues, West Germany. His research in the pivotal country between the geopolitical East and West has already provided ample evidence that two aging 'little men' photographs of wide circulation are bogus and above that good deed, has uncovered some new data of possible significance.

Concerning one controversial photo which shows a 'little man' escorted by two men clothed in trench coats, Hesemann states in his letter to me of June 27, 1980: '...It was published first in the Cologne newspaper, the *Kolner Stadtanzeiger*, April 1, 1950. In

Germany we have a custom of the April Hoax. On April 1st, everybody tells lies, even the newspapers.' Thus, as his investigation proves, the photo was an April Fool's joke.

In his letter of January 26, 1981, Hesemann said his probes found fuel to refute another photo of long-ago circulation. This one shows two American GIs escorting a small figure with head piece [breathing apparatus?] from which is extended a life-support hose to a canister held by one of the GIs.



About this drawing of the photograph Michael Hesemann is discussing, *The UFO Encyclopedia* © 1980 by Margaret Sachs states: "Artist's rendering of a photograph of an alleged non-human in the custody of U. S. Military Policemen. The photograph was allegedly found in FBI files, accompanied by the notation that it was received on May 24, 1950, from an Intelligence and Security officer at the New Orleans Port of Embarkation. The FBI does not endorse the photograph's authenticity. Drawn by Larry Blazey, UFO Information Network."

States Hesemann: 'This photo made the rounds in German books and newspapers together with an article about a UFO crash in the Mojave Desert. The story was given to the press by an anonymous GI and because there was no known author, they attributed it to 'R. Logen' (which translates I. Lied) and 'R. Funden' (which means F. Ictitious). The unknown photographer was 'G. Falscht' (translates H. Oaxed). 'The location of the photograph, according to Hesemann, was Wiesbaden, as the large gazebo in the background is an edifice in that city.'

In this same letter, Hesemann notes his on-going investigation into the alleged Helgoland crash off the German coast which had been cited by Frank Stranges in his book, *Flying Saucerama*. He states the following:

**January 26, 1981 letter from Michael Hesemann:** 'Some researchers speculate that the crash site might have been Helgoland, near Oslo, Norway. Stranges writes about a Dr. Larsen Loberg from Oslo who investigated the case of a crashed UFO in 1946. But no man with that name lived in Oslo. ...a woman who visited Helgoland (German) in 1961 told a researcher many people in the island would speak about the UFO crash in the North Sea, east of Helgoland. There were many

rumors. A business friend of the same researcher said that he heard about a UFO falling into the seas. The Administrator of Helgoland, however, told him: 'No fragments from outer space were found on our island.' Note the cleverness of this statement about no fragments on our island. Nobody said anything about a UFO crash on Helgoland, which is *near* the island.'

In the following excerpt from his letter of March 20, 1982, Hesemann brings a recent development into focus: 'There are many rumors here in Germany regarding an alleged crashed flying disc in the Russian occupied sector of Germany in 1981. One witness, living in Berlin, claims to have seen little aliens removed by the GDR secret agents. In fact, there was a crash of something at the alleged time in October 1981. Newspapers wrote about a green bright object seen in the sky. Scientists believe it was a meteor. It would not be the first recovered saucer in communist countries.'

#### **Leonard Stringfield Comment:**

The alleged crash incident in East Germany of October 1981 brings to mind another report of UFO activity over Moscow in October 1981. If there is a tie-in, we will not know. Secrecy around UFOs abound, whether it is in the Eastern or Western spheres of influence. In England, UFO secrecy is well known. In a letter received from Gordon Creighton of the British *Flying Saucer Review*, March 14, 1982, he states in part: '...Here in Britain, one of our top Defense men, Admiral Lord Hill-Norton, stated flatly on BBC television last week that there is a cover-up and that when he held Britain's top defense job, he still was prevented from knowing anything about UFOs. He said this at 10:15 p.m. on BBC 2 Television Channel in a program called 'Out of Court.'

#### **CASE B-10: 1968, Munich, Germany, Military Screening of UFO Film**

Military movie film on the subject of UFOs classified SECRET (or ABOVE) has been allegedly witnessed by credible informants. See Cases A-4 and A-9 in *Status Report II*, and Case B-7 in this *Status Report III*. In November 1981, a researcher, BR, in Catlettsburg, Kentucky, wrote a letter to relate that he had read in *Situation Red, The UFO Seige*, a reference to crashed UFOs and offered a new source - a former GI, who claimed to have witnessed a military movie on UFOs in 1968.

I reached BR by phone and learned that his career in UFO research was dramatic, but brief. Not only had he talked with the ex-GI in 1968, but he also claimed to have had information about a possible UFO crash in Kentucky a couple years earlier. Whatever he had, he believes, it brought strangers of devious behavior to his home who caused such stress to him and his wife that he destroyed all of his UFO records and got out of research. That was 12 years ago.

When asked about the visitors, BR explained that as a part time police officer, he considered resorting to house arrest of one visitor who posed as a magazine salesman and showed more interest in his UFO files. He also believes the visitor snatched up an important memo he had on his desk. Two subsequent letters of great length from BR explain his unusual visits and are on file.

With records gone, BR said he could be of little help on the crash report, but he would

try to get an updated statement from the witness of the UFO movie. On November 22, 1981, I received from BR the following letter which is paraphrased for brevity:

**November 22, 1981 Letter from BR:** 'In 1968, I was introduced to (name confidential) who had just been discharged from the U. S. Army. He was a Spec. 5 in the 7th Army. Just before discharge while in Munich, Germany, he was ordered to report to a building on the base where others had assembled, but not told why. Then an officer in charge explained that they were to see a movie on UFOs. The movie, about a half hour in duration, showed shapes of UFOs - top-shape, saucer-shape, and so on - their ability to hover, speed and manner of sudden disappearance. He could not recall seeing UFO occupants. They were briefed after the movie and instructed to be on alert for UFO sightings States-side and report same to the Army. ...He gave me the impression that he did not want to talk to me about it or to anyone else. I had to assure him I would not use his name. He also said that the narrator of the movie believed that some UFOs had crashed. With that, my source dried up.'

**Leonard Stringfield Comment:**

I believe that BR's movie source knew more than he said about its content. Under no condition would he talk to me, fearing consequences. Also of note is that BR's concern over one of his visitors gave cause to consider getting his police revolver and making a house arrest, a tactic which was employed by RT in Case A-5. Who were BR's visitors? Because of their nondescript appearance and behavior, they can be dubbed 'M. I. B.s,' but from wherever they came - the CIA, FBI, the KGB or from outer space - they certainly intimidated BR and accomplished their purpose.

**CASE B-11: 1948, TV Newsreel About Crashed UFO**

Much like the alleged enforcement of censorship cited in Case A-4, which prevented the distribution of Coronet magazine in 1948 to stifle its story on a crash/retrieval in New Mexico of that year, another case reportedly happened during the same year on television.

George Fawcett, veteran UFO researcher, author, lecturer from Lincolnton, North Carolina, gave me the name of Leon Crice to call. Mr. Crice distinctly remembers station WDEL-N, Wilmington, Delaware, being cut off the air when attempting to show a newsreel about a crashed UFO. When I called Crice in April 1980, he said, 'It was about 1948, maybe later, when my wife and I were watching the news on our new TV set. The story was that a disc-shaped object was shown stuck slightly tilted in a sand dune. It had a dome at the top and no windows and Mr. Crice recalled that the narrator said that it crashed on the Mexican border near the Rio Grande.'

As the film rolled, Crice said it clearly showed soldiers moving around the object and in the background were jeeps, a low boy rig and crane and some Mexicans watching.

Crice also remembers that when the narrator mentioned bodies being recovered and that the craft had been shipped to an air base in California, the narrator's voice was cut off and the TV screen went black. There was no station apology, he said, and seconds later the news continued on another subject.

Going back to another early year, Richard Hall, Editor of MUFON UFO Journal recalls a UFO retrieval report on radio. Said Hall, in the Journal of July 1981, summarizing a talk he presented on May 21, 1981 at the 5th Annual MUFON Conference in North Carolina:

'I personally heard a radio news report about a crashed saucer and occupants, one said to be still alive, about 1952 while working in a general store. Being young and naive in those days, I made little effort to document the story beyond listening for additional news on following newscasts (which, of course, never came). I could have and should have called the radio station, talked with wire service persons, checked newspapers in a library and so on. Since I did not, the story remains only an interesting anecdote rather than a documented report.'"

## **Part 11: UFO Crash/Retrievals: Status Report III - Amassing The Evidence**

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*"President-to-President, Eisenhower told him that he once visited an air base in the Southwest United States where they showed him a flying disc and the cadavers of several of its crew members."*

- Source: Miguel Aleman, Ex-President of Mexico

### **Leonard H. Stringfield:**

#### CASE B-12: Wright-Patterson AFB, Ohio, July 1964

Perhaps the most exotic, if not the most macabre case in my first person report files, was received by phone from Mrs. C. K., January 8, 1980, during a local radio interview. The setting is Wright-Patterson AFB, July 1964, in the Children's Ward of the base hospital. According to Mrs. C. K., her husband, an Air Force serviceman stationed at Wright-Patterson, was away on duty when she admitted her 18-month-old son to the hospital for a pediatric examination. While waiting in the lounge, her fidgeting child suddenly streaked off down the corridor and managed to squeeze through a swinging door into a room marked, 'Isolation. Keep Out!' Mrs. C. K. went after him, opened the door to behold a sight she will never forget.

On the bed, without sheets or pillows, was a torso-like hulk of flesh which CK described as looking like an uncooked pot roast. Without arms or legs, she said it had a crease down the middle and inserted at each end was a tube running from an intravenous apparatus holding a bottle of clear fluid. The windows were shut, she said, and there were no chairs and only a dim light coming from a wall.

'I was horrified,' said Mrs. C. K., who had stood about 6 feet away from the bed as her child tugged to get away. Suddenly a nurse bolted into the room and harshly advised them to leave immediately. Mrs. C. K. noticed when she returned to the lounge, there was a flurry of activity in the hallway outside the room. But she could not hear what the nurse and another attendant were saying.

The next day, Mrs. C. K. returned to the Children's Ward by appointment and when she chose to apologize again for the 'fuss' her child had caused the day before, she was surprised to find the nurse in a friendlier mood and even more surprised when she ushered her to the room, now without the 'Isolation' sign. Now it was unoccupied and had the appearance of being quite normal - with the sheets and pillows on the bed, chairs, and the blinds wide open. The nurse, however, did not volunteer a comment on the room's 'occupant' and Mrs. C. K. was too scared to ask.

**COMMENT:** While Mrs. CK's mysterious 'whatzit' might provoke only a good laugh, the point here is that she understandably was shocked by the sight of something seemingly out of place. Her guess was that it might have been the limbless body of an alien put there where it would cause the least suspicion. Whatever the case, 'The Thing' will remain a mystery unless the doctor in charge should some day confess that he and cohorts were intravenously feeding Worcestershire sauce to a pot roast for a clandestine feast.

#### CASE B-13: Aztec, New Mexico, 1948

When Prof. John Spencer Carr of Clearwater, Florida, hit the news wires in 1974 with his 'little men' story, he was a voice in the wilderness. He stood quite alone, undaunted in a world of disbelief. It included ufologists who had not forgotten Scully. (See Item B-12, *Status Report II*. His disclosure, like Scully's, dealt with the 1948 Aztec, New Mexico, crash/retrieval incident. Speaking in Palm Beach, Florida, Carr claimed he had strong testimonial back-up from five sources, including a nurse and high ranking Air Force officer. He declined to name his sources.

Since 1974, I have discussed the Aztec event several times with Prof. Carr, always hoping he would share a name or two, but he would not budge.

Surprisingly, on February 6, 1982, Prof. Carr called me to request a copy of my *Status Report II* and to wish me well in my research. Again, I asked about his sources. This time, on the premise that our ages give us little time tolerance in our search for truth. Said Carr in his usual eloquence, 'You are one of the anointed few in research and you should know the truth. I might not be around very long and I believe now is the time to identify my key witness.'

When Prof. Carr named his source, I sat back dumbfounded. I knew his name well in research and recalled some of the source's comments on UFOs while he served as an Air Force officer. But Carr was quick to tie a string to his disclosure, stating, 'Please, Len, keep the name to yourself. Please spare me any trouble as long as I live.'

Added Prof. Carr: 'My key witness participated in the 1948 retrieval and saw the alien bodies on location.'

**COMMENT:** Of course, I must uphold Prof. Carr's request and, as promised, protect the officer who allegedly went to the Aztec retrieval site. Personally, I had never placed much credence in the Aztec case as I understood its particulars from Scully to Carr. However, since the private disclosure of the identity of the key witness, I find that I must

again re-evaluate the whole affair. It seems that no matter how hard one tries to dismiss one event or another, a new affirmative clue always seems to surface. Still another provocative disclosure possibly related to the Aztec case is in the following item, B-14. Also of note is that Prof. Carr's disclosure about the Aztec case coincides with the year 1974, when allegedly the U. S. government was to announce that UFOs were extraterrestrial (See Case B-3 in this Status Report III). Was Carr's revelation a trial balloon?

#### CASE B-14: Aztec, New Mexico, 1948

The 1948 Aztec, New Mexico case, long disputed, keeps coming back to life as new bits and pieces circuitously surface. among Tommy Blann's research acquaintances is Ronald West of Dallas, Texas, who offered the following comment by letter dated April 15, 1982:

'As you asked in our phone conversation last week, I am relating some incidents pertaining to UFOs given me by a friend that I consider to be completely reliable and of sound mind. The incidents were related during a private group meeting, which was taped and referred to before the writing of this letter. The tape was made February 13, 1976.

A craft was discovered close to Mr. Francisco in Arizona, the specific date not mentioned, but concluded to precede any knowledge or interest on the part of the speaker concerning UFOs, which very well might have been thirty years prior to this gathering. The craft had come to a bad end, apparently crashed, although physically undamaged with the exception of a crack in one porthole. An investigation was conducted by military personnel and scientists, among whom was Silas Newton, a scientist and very wealthy oil man. Fourteen little bodies were found within the craft and were subsequently sent to St. Louis for dissection. (All of which has been previously published.)

The speaker before our assembled group described a personal relationship between Silas Newton and himself, plus a third party who had access to certain records contained within Project Blue Book. Certain of these records revealed data concerning twenty-seven separate craft that had come to a bad end, presumably crashed at different times and locations around the globe. Of those craft that were downed within the United States, names of clergymen and chaplains who administered burial rites under requirement of law were recorded. The burial rites were performed in various centers in the United States for 'little people,' 'normal-sized people' and 'big people.'

**COMMENT:** West's informant, who claims to know the identities of some of the clergymen involved in the administration of burial rites, has held a key position with a well-known industrialist. Questionable in the eyes of research is Silas Newton, the wealthy oil mogul whose role in the case (described by Frank Scully) had been subsequently discredited. Of course, my UFO files show others like Newton with sensitive information who have emerged to tell the truth and have also been discredited.

**ADDENDUM:** Also of interest i respect to the Aztec case is information sent to me by

letter dated May 4, 1982, from Richard W. Heiden, MUFON, Milwaukee, Wisconsin. With extensive correspondence with researchers in Spanish-speaking countries, his letter from Antonio Ribera of Barcelona, Spain, states:

'In Mexico in 1970, my friend Guillermo Mendizbal Fizalde, who is a publisher, told me that he attended a gathering where Licenciado (a title given to someone holding a Master's Degree), Miguel Aleman, who had been President of Mexico, was present. The subject of conversation was flying saucers and Miguel Aleman was listening in silence. One of those present asked him what his opinion of the subject was. Then Aleman said that when he was President, General Eisenhower - at that time President of the United States - visited Mexico. President-to-President, Eisenhower told him that he once visited an air base in the Southwest United States where they showed him a flying disc and the cadavers of several of its crew members. This information seems very interesting to me, as it confirms everything that Stringfield has uncovered.'

COMMENT: As Prof. Robert S. Carr and others have related, President Eisenhower was called to the Muroc air base (later Edwards AFB) in 1948 to see firsthand the captive craft from Aztec. It was on his command that the secrecy lid was clamped on UFOs and rigidly enforced. In 1979, Carr gave me a luridly detailed account of the Eisenhower visit to the air base according to one of his firsthand witnesses. Heiden commented on the Ribera story and points out that Aleman left the presidency of Mexico on December 1, 1952, one and a half months before Ike became President of the United States. 'Maybe,' states Heiden, 'the meeting was really president-to-ex-president.'

#### CASE B-15: Naval Air Base, Yuma, Arizona, 1967

What seemed to be a case of great potential, including the emergence of photographs of a 'saucer' in military custody, became less so with the passing of time. Following a series of alleged interferences, my sources said they feared even greater consequences and backed off into oblivion.

My source, AF, acted as intermediary for his brother, Pete. Pete was a former marine who surreptitiously snapped the photographs. AF first called me from Kingston, New York, early in December 1981. According to AF, his brother who resided 'somewhere' in Florida would soon visit Kingston. Together, if necessary, they would be willing to fly to Cincinnati to see me in person with photographs and other back-up material. Of prime interest were six photographs, said AF, two of which were taken by Pete with help from a buddy, T.O. The photographs were said to show a saucer-like craft in a hangar at a Naval Air Base in Yuma, Arizona in 1967. AF said that Pete, who got into trouble over the photos, went AWOL and fled to Mexico, but was safe now 'out of reach of the authorities' aboard a shrimp boat.

Keeping his brother in low profile, AF decided in the interim to send me copies of *two photos* by mail. But they never arrived, nor did the second set which he mailed December 27, 1981.

On January 12, 1982, AF was reached by phone by a trusted colleague to check on the photographs he promised to send. AF not only expressed concern for the postal

irregularities, but revealed that his home had been rifled 'with certain pieces of information removed concerning matters discussed with Len.' He went on to relate, quoting from my colleague's notes, 'I'm becoming paranoid and so is y brother. Pete's here in New York with me. We don't know why we're being persecuted, but we are. ...Maybe I should not have talked with Len, but I did and we're being harassed. ...Tell Len that I will not send anymore information by phone, telegram or mail. Tell him we're out purchasing tickets for cross country. Just lay back and we'll be in contact.'

Commented my colleague, 'Throughout this conversation, his voice had a decided agitated edge to it, as if he really was experiencing distress of some sort.'

AF was unreachable by phone during the remainder of January 1982 and his two sets of photos that he said he mailed in December 1981, never arrived. At one point, I had suggested that he try registered mail. He agreed and suggested I call back by February 20, 1982, to allow ample time. But the date went by. Nothing.

On February 23, luckily, I reached him by phone. AF was obviously disturbed, his voice breaking as he said, 'I've got bad news, Len. Pete and my Dad are here and we came to a decision.' Taking a deep breath, he continued, 'We decided to drop the whole matter. Frankly, we're scared. Pete's been approached by an agency and wants to avoid attention.'

Then after a long pause, he asked, 'Did you get my registered letters?' When I replied that I had not, his voice dropped in disbelief. 'I sent you two registered letters,' he said. 'That makes four letters I sent you. I can't believe it.'

Of course, I asked him to send e his half of the stubs bearing my name and address so that I could follow-up on tracing the letters from this end. But he confessed to mislaying them. Feeling a mixture of chagrin and puzzlement, I switched my subject to inquire about the 'agency' who caught up with Pete.

AF's response was quick. 'They got to him through my father who works at a veterans hospital in Florida. The agent told Dad he was with the IRS, but that was just a front to reach Pete.' When I asked him to be more specific, he declined to answer. Something had happened to scare the 'F' family, something not being told over the phone. AF's last words were that he would make one more attempt to send me the two photos. 'Give me a month,' he said. 'I think i have a sure way.'

COMMENT: The letter he was to send a 'sure way' never arrived. The AF case, if not a ploy, bears semblance in some respects to Case A-5 in this Status Report III. If such conspiracies are real, then it suggests that the perpetrators will resort to any means to ferret out - or snuff out - the informant who has vital UFO information."

## **Part 12: *UFO Crash/Retrievals: Status Report III - Amassing The Evidence***

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*"The observer, Craig Weitzel, photographed the UFO and witnessed one of its occupants, dressed in a metallic suit, get out and quickly return to the craft. The informant, who claimed to be a career airman, also claimed he knew about a crashed UFO stored in the Manzano storage area located on the base (Kirtland AFB, Albuquerque) which was under heavy guard."* - Source: Unidentified Career USAF Airman

### **Leonard H. Stringfield:**

### **THE INTERMINABLE CASES**

"Behind the assortment of intermediary reports are all kinds of people. Some in all sincerity claim to know a potential source, but fail in their effort to get results for reasons beyond their control. Of this kind, one might have an 'Uncle' in-the-know, but when approached, 'Uncle' won't talk. Or it might be simply that their source had second thoughts. Some others, when their source encounters interference, soon get bogged down themselves in a chilling drama of high intrigue. They range from phone threats, a visit by a stranger, or when their information sent by mail never arrives. Then of course, there are a few intermediaries that are borderline themselves.

The interminable case, for whatever reason, surfaces too often in my work, especially since the release of my *Status Report II*. For the record, following are examples of reports of all kinds reaching me that belong to history:

**ITEM A:** Mrs. B. of Cincinnati, claimed friendship through church affairs with Mr. D., an engineer whose work frequently took him to Wright-Patterson for his expertise. According to Mrs. B, her friend had 'worked on the alien craft' at the base, so I tried to arrange an interview. In the beginning it was a likely prospect, but after more than a dozen phone calls over a span of time, Mr. D was never available and during that period never attended church. Finally, she said, he got married and had no time to discuss the subject.

ITEM B: SB, employed in a responsible position at OP&G, Cincinnati, watched my interview on crashed UFOs on WCPO-TV in February 1980. Interested, he called and visited my home, relating that he recalled information told to him by his father, an officer in the Air Force, before his death in 1969. According to SB, his father had worked on the alien craft at Wright-Patterson in 1952 and knew about retrieval operations, but the details were vague. Hopefully, he said, his uncle who also worked at Wright-Patterson with high security clearance and who shared information with his father might be willing to talk. Also, he said, his mother should remember some details. He assured me that he would make arrangements, but after several follow-up calls, nothing developed. His uncle, he said, could not be reached and his mother preferred to be respectfully silent.

ITEM C: Researcher Carl McMillan, during the MUFON Symposium in Houston in 1980, gave me the name of G. d'A, a French-born American citizen whose uncle was an R & D physicist working at the Pentagon. The uncle allegedly knew about crashed UFOs and occupants. When I called G, I was told to present my credentials by letter and that it would be 'forwarded for consideration' to his uncle in Washington, D. C. According to G, his uncle worked on a non-metal section of an alien craft. Also the uncle did see the deceased occupants which he described as being similar to those in my monographs. Later when I called, he said my letter and enclosed monograph of June 27, 1980, had been forwarded as promised. But, G got no reply. Several weeks later, I tried to reach G by phone and learned from the landlady of his apartment that he had returned to France.

ITEM D: Diane is a member of the Cleveland Ufology Project. When I spoke for that group in September 1980, she related privately that she knew a source, DM, a police officer who seemed willing to talk about a 'saucer' he witnessed at a military base in Texas. His branch of service and the year of his observation were at that time unknown to Diane. On Diane's request, I sent her my letter of credentials, offered anonymous protection and listed questions hoping he would answer. She delivered my letter personally. He never replied, nor did he attend any later CUP meetings. Diane said her source had second thoughts about security matters.

ITEM E: Dr. X, a medical doctor, works at Wright-Patterson. Richard Hoffman, researcher in Dayton explained the doctor's interest in my C/R research, which he had learned as a third party during a phone conversation with the program director in the studio of a TV station in Dayton. Visiting me in Cincinnati in October 1980 to discuss the prospects of doing a show on UFO Crash/Retrievals, both Hoffman and the station director suggested I call Dr. X. After several tries, I finally reached him at his home in the fall of 1981. To my surprise, the doctor said he never heard of me and professed no knowledge or interest in the subject. When I later told Hoffman about the doctor's reaction, he said, 'I can't believe it!'

ITEM F: Danny Perkins, UFO and radionics researcher from Las Vegas, Nevada, gave me a source name, Mr. E, an engineer in California who allegedly had worked on the alien craft in the military. As good friends and reciprocal in business practices, Mr. E had told Perkins about some of the details of the craft. When I called Mr. E, however, he was surprised by my call and said that Perkins must have meant his brother in another California city. When I called to speak to the other Mr. E, he replied that I had the wrong brother. In fact, neither Mr. E could recall any past relationship with Perkins. Perkins, when told this, was totally flabbergasted.

ITEM G: When Dick Hall and I were preparing to leave with Tom Dealey in his van from the MUFON Symposium in Houston in June 1980, Norma Lindblad, RN, asked for a ride to Texarkana, her home. As soon as we got underway, the subject of alien craft and the recovered bodies were brought up and to our surprise, she said she had a close friend, Evelyn McCormack, who had known a source in the Air Force who had seen both.

In short time, Norma was in touch with Evelyn who in turn sent me a letter recalling her talk with the source she knew as Hank. According to Evelyn, she met Hank who was a radar specialist assigned to the local base in a Texarkana NCO club. One evening she asked him if he ever had seen a UFO. To her surprise, he said that he had seen one close-up, but not in Texarkana. It was while in the service at another airbase which he did not name. At this base, said Evelyn, he claimed that he had seen one under heavy guard that had been retrieved, along with bodies. She said Hank described them as 3.5 to 4.5 feet tall with large, round heads and wearing metallic suits. Evelyn said she lost track of her friend, but knew that he lived in Pratt, Kansas. Norma and I tried to trace him, but were unsuccessful.

ITEM H: Barbara Schutte, a researcher in Wever, Iowa, is acquainted with a family in which one member is a professional photographer with a studio in Chicago. The photographer was assigned in 1974 to take pictures of live aliens recovered from a crash landed craft somewhere in Texas. When Barbara first reached him by phone at his studio, she said he was friendly. But after she asked about the retrieval in Texas, he abruptly hung up. She called again later, on my request and to assure him anonymity. His phone had been disconnected. Later she learned from the photographer's mother that to her surprise, her son had moved to Texas, address unknown.

ITEM I: LH holds a responsible position at a Bell Laboratories complex and is keenly aware of the sensitivity of certain aspects of the UFO situation. Some of this he learned from his source, a former NASA employee who had been in a technical capacity and had access to highly classified information concerning a craft retrieval operation in 1950. Later technical material included a head-band transceiver worn by some members of the alien crews. Because of some 'impropriety' at NASA, said LH, his source was dismissed as a security risk. LH suspects his source has been under surveillance ever since. LH also learned that another person in the same capacity at NASA and involved in the same impropriety had long ago mysteriously disappeared. Since 1978, I have made several attempts through LH to meet his source. Finally in July 1981, I made my last try. But as before, I was refused on grounds of fear of reprisals.

ITEM J: Warren Nicholson of Columbus, Ohio, informed me in August 1980 that he knew a source in Highland County, Ohio, who claimed he had possession of photographs showing alien cadavers. His source, who had served in the U.S. Air Force at Wright-Patterson AFB from 1943 to 1956 was difficult to track down. At first, said Nicholson, he seemed cool to seeing me, but he warmed up and was willing to show me photos of classified German military hardware of World War II vintage. But the source held out on the cadaver photos. Later, Nicholson said he tried to arrange a meeting for me with his source, but that was unsuccessful. When I talked with Nicholson on October 16, 1981, he said that he had reached his source again. He had just returned from a year absence in Florida. When he brought up the cadaver photos, he said to his shock that his source became hostile. 'A complete turnaround. He refused to even discuss the photos,' said

Nicholson.

**ITEM K:** In a quiet, unobtrusive way, the subject of two UFO crash/retrievals surfaced in the early days of research. Such is a letter sent to NICAP from a qualified source, ZO, on September 22, 1959. The letter sent to me from the files of Richard Hall is quoted in part as follows:

**September 22, 1959 Letter to NICAP:** "...I've promised my source that no publicity of any sort will be given his statement. He stated that if questioned, he would have to deny its authenticity to protect himself and his sources. I would take the same course.

My source was present at a family gathering (1953-1954). His informant was an AF Major, later Colonel, who was related to my source by marriage. The Major was a specialist in investigating aircraft crashes. The Major had not been at the scene of the reported crash (of a UFO), but accepted that it occurred because of what he heard at Wright-Patterson. He was convinced of the reality of UFOs and had read a Top Secret report on the subject. As a matter of fact, he was in transit from one base to another and was carrying the report with him.'

ZO tells another story in his 1959 letter as follows:

'My source is a recent hire at Rocketdyne where I also work. ...In 1952, he attended a meeting on celestial navigation at another aircraft company. ...One Air Force officer spoke up who had been investigating UFO reports, specializing in cases where hardware was reported, usually hoaxes. ...The officer, an inspector, had been at the scene of the crash soon after the UFO had been discovered. He stated that the ship was badly damaged, giving evidence of having struck the earth at high speed, straight down - no skipping. He obtained for study a metal part broken from the ship by the crash. He said it was impervious to diamond saws and to torches. ...The officer confirmed that a small body had been found badly burned. He stated that it was removed from the scene in a suit case.'

**ITEM L:** Clark McClelland of Pittsburgh, PA, is a veteran researcher, formerly with NICAP and in the employ of NASA during the Apollo program. After a lecture he gave at the University of Hawaii in April 1982, Clark received the following brief letter from Cora K. of Honolulu:

**1982 Letter to Clark McClelland:** 'After hearing you talk about UFOs on the Don Lamond, KSSK Radio Show, I was reminded of something that happened in Germany in 1966 or 1967. At that time, I worked as a telephone operator for the American Army in Stuttgart. One day there was great excitement because all the General's phone lines were lit up and the supervisors had to sit on the switchboard and help us connect some of the calls. The reason for the excitement was a chase going on between two American Air Force jets and a UFO. After some time, word came over the phone that the UFO had been brought down near Mannheim. I watched the papers and listened to the radio, but I never heard this instance mentioned again. We were not allowed to discuss anything that happened in the telephone exchange as it was a secured area and to mention something of this nature would mean losing our security clearance and job.'

McClelland later learned from Cora by phone that she was assigned to Robinson Barracks on the Stuttgart Army base. He checked with the Pentagon and confirmed that she served in Headquarters, 7th Corp. Cora could not provide any further leads - or was fearful to do so.

COMMENT: There are many other interminable cases on file. Some are less dramatic, perhaps, which cumulatively suggest that many people involved in crash/retrieval operations, even indirectly, are fearful to talk. As Shakespeare might have reminded them: 'Mend your speech a little, lest it may mar your fortunes.'

## SUPERSECRETS

Official documents or letters that show up mysteriously in the hands of researchers revealing matters of obvious security are always suspect. Probably most have been dreamed up by hoaxers or are the product of misinformers to muddy the waters.

One was a letter on C.I.A. stationery and was sent to a researcher to trick him into embarrassment, but it eventually backfired on the perpetrator, as his purpose and identity became known. See Case A-6, *Status Report II*.

Another letter that reached several researchers and was forwarded to me from the APRO office in January 1981, reported a landed UFO on or near Kirtland AFB, New Mexico, on July 16, 1980. The observer, Craig Weitzel, according to the unidentified informant, photographed the UFO and witnessed one of its occupants, dressed in a metallic suit, get out and quickly return to the craft. The informant, who claimed to be a career airman, also claimed he knew about a crashed UFO stored in the Manzano storage area located on the base which was under heavy guard. The source also stated, 'I have reason to believe OSI is conducting a very secret investigation into UFO sightings. ...I was told this by my commander, Colonel Purvine. ...He also told me that Kirtland AFB, AFOSI District 17, has a special detachment that investigates sightings around this area. They also investigate the cattle mutilations in New Mexico.'

COMMENT: The unidentified airman, however, who names his confidants as Weitzel and Purvine and not himself, is highly suspect. I later learned that Colonel Purvine had been checked out and there is no record that he exists.

Another loaded letter making the rounds on University of Chicago stationery was allegedly sent to a former researcher, Todd Zeckel, from a professor (name withheld). The letter dated May 5, 1979, follows:

**May 5, 1979 Letter to Todd Zeckel:** 'I do not know the source of your information, but after having assigned several graduate students to spend considerable time researching the University archives, I find that you are correct in your information about some very strange humanoid bodies being examined here in 1948 and again in 1952.'

The professors you named indeed did participate in the autopsies and studies, but unfortunately, all three are deceased so we can obtain no further information from

them. All results of the studies were apparently classified and removed from the university by government gents for whom the studies were performed.

The only people my graduate students could locate that were even remotely connected with the studies said that they only remembered talk of four-foot-tall, sexless bodies thought to have been the product of Nazi cloning and genetic experiments and recovered from the ruins of German laboratories.

The enclosed list of names and addresses will give you all the leads we could develop in case you want to follow up on them.'

I gave the suspect letter to Dr. Peter Rank for professional follow-up. The professor, whose signature was identical in both letters, replied as follows:

**1979 Letter from Prof. Peter Rank:** 'The information that you have received is incorrect. As far as I know, the basis for it is a letter under my name describing such a strange phenomenon. However, the letter is a forgery, the body of the letter apparently having been inserted over a genuine letter and then xeroxed. I am somewhat concerned about this matter and would appreciate knowing where your information came from.'

And of course, there is the sensational *Project Grudge Report # 13*, 'Top Secret,' that was allegedly published, but never distributed and was subsequently destroyed. According to the memo circulated among researchers in early 1981, the report consisted of 624 pages, typed, offset press reproduced on white paper with gray cover. Allegedly, it covered U. S. Government Official UFO Procedures and all Top Secret UFO activity from 1942 through 1951. In it were all the UFO mysteries, including information concerning photographs of UFO crashes, deceased aliens, three live ones, cattle mutilations, and a human mutilation. Also listed were some anatomical details of the alien, including information that his language was similar to Sanskrit.

**COMMENT:** Noted is reference to Sanskrit, which incidentally was mentioned in Case A-1, *Status Report II*. The report has been refuted by every researcher who took the time to read it.

Still another report which came to me by phone in February 1982, is the so-called Los Alamos Treaty, dated March 7, 1977, supposedly smuggled through Canada. Its purpose is vague, but the names listed therein suggest high level involvement. Signing in the absence of the President of the United States were General Fitzpatrick and Admiral Ross. Among the signers were Dr. John Oliver, Professor Herman Bernard, Dr. Hopkins, Lazarus Path. Below the document read: 'Code 3x301, 3x302; Passuant F.A.I.C.; Classification Twilight; Code Name, Plotean Cyclops; Craft: Sterling I.'

**COMMENT:** When the purpose of the document was questioned, one of my 'insiders' stated that it was probably nonsense. And if it were legitimate, we might ask what did it have to do with UFOs in the first place?"

## **Part 13: UFO Crash/Retrievals: Status Report III - Amassing The Evidence**

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"...Wilbert Smith (Canadian engineer) was provided, for research purposes, a fragment allegedly obtained from an alien craft which had been shot off by USAF interceptors near Washington, D. C., in July 1952."

-Arthur Bray, author of *The UFO Connection*

**Leonard H. Stringfield:**

### **ALLEGED SECRET GOVERNMENT DOCUMENTS**

"Government printed letterheads of all kinds have been used in UFO research to serve nefarious purposes. Government memoranda letterheads are such a vehicle and are variously entitled, 'Office Memorandum - United States Government' and 'United States Government Memorandum.'

One example of 'Office Memorandum - United States Government' is an alleged letter sent to the Director of the FBI from a Guy Hottel, SAC, Washington, D. C., Subject: Flying Saucers, Information concerning; dated March 22, 1950.' The letter, supposedly declassified and cleared by the FOIA and well circulated among researchers as bona fide, reads as follows:

The following information was furnished to SA (entire section of this paragraph censored).

**March 22, 1950, Memo to FBI Director:** 'An investigator for the Air Force stated that three so-called flying saucers had been recovered in New Mexico. They were described as being circular in shape with raised centers, approximately 30 feet in diameter. Each one was occupied by three bodies of human shape, but only 3 feet tall, dressed in metallic cloth of very fine nature. Each body was bandaged in a manner similar to the blackout suits used by speed pilots and test pilots.

According to Mr. (censored) informant, the saucers were found in New Mexico

due to the fact that the Government has a very high-powered radar set-up in that area and it is believed the radar interferes with the controlling mechanism of the saucers.

No further evaluation was attempted by SA (censored) concerning the above.<sup>1</sup>

COMMENT: In one instance, when this memo was photocopied and published in *UFO...Contact From Reticulum* by Stevens and Herrmann, for some unaccountable reason my name appeared in script at the bottom of the page. Although probably an innocent annotation without conspiratorial ties, it prompted one querulous buff to believe that I had been somehow implicated with the FBI in such secret matters.

Still unresolved is another document alluded to in my articles appearing in the MUFON UFO Journal, December 1980 and September 1981. Using a modified masthead, viz., 'United States Government Memorandum,' a copy of this document dated July 22, 1978, has been in my possession since the spring of 1980, but I have withheld disclosure. According to its source, the memorandum was intended for me to use as evidence, if needed, to support photographs he sent to me for public release and to back up his claim of a frame-up by authorities when they learned that he possessed photographs and other sensitive information about crashed UFOs, the preserved alien corpses and other Top Secret projects. Allegedly, directed to a judge in the United States District Court, the memorandum is herewith published for the first time, excluding names and places, as follows:

**July 22, 1978, Memo to U. S. District Court Judge:** 'The essential role that must be taken is one where the defendant must be made to be viewed as an offender without identification to the UFO problem. Only as a last resort can the Defense Attorney evoke Section III, 210a, as it relates to civilian involvement under Espionage Laws, J8 US Code 793, 794: briefly, the unauthorized transmission of the contents of TOP SECRET reports. This certainly will alarm too many people and open a Pandora's Box of headaches for all Intelligence agencies that are presently involved. Such a last resort must have prior approval if the present proceedings end in failure.'

This man has access to and holds materials from TOP SECRET files of numerous agencies, and the security breakdowns have made him dangerous and powerful. We have been unable to this time to trace effectively how the information was obtained. This is an agency process we hope to rectify in short matter. He is known to possess vitally sensitive materials and photographic evidence of:

[1] Military maneuvers in the Atlantic Test Area and information classified TP SECRET ('O' missing in original photostat copy - LS Note).

[2] Photographic evidence of deceased aliens held presently by certain TOP SECRET programs of the United States.

[3] Damaging information re a TOP SECRET project and a particular scientist's (misspelled - LS Note) involvement in a thirty year old Government war time project, which, I must add, must be kept confidential at all costs.

[4] Photographic evidence from numerous Intelligence files of landed and crashed U.F.O.'s, secret meetings and other highly sensitive materials that must not be in the public forum.

[5] Knowledge of experimental projects presently TOP SECRET in nature and secured under J8 US 7933,794.

It is essential that corrective measures be taken seriously to eliminate this threat posed by this information for at least a six month [6] period. This will allow establishment of security ground rules that can effectively deal with your defendant.

The defendant must be labeled so that whatever he pronounces can be handled. He must be silenced in one way or another. This matter requires serious decision and should be handled at your level in order not to manifest an international incident that this Agency might find difficult or impossible to handle. All credibility of the defendant should be effectively eliminated. As a 'common' criminal offender and with a taste of what we are able to do, he may quickly understand where the final power of pronouncement sits.'

COMMENT: At first glance, the allegedly secret memorandum tucked away in my file like a time bomb appears to have the 'official correctness' about it. But I was suspicious from the day I got it from my source, the defendant. Taking a long, hard look at the lurid charges on sensitive issues made against him caused me to wonder about the loose methods employed by the authority in this case. Questioned is the necessity for such an open directive which, if scandalously exposed, would not only compromise UFO secrecy by the integrity of the federal court system. It seems that the word-of-mouth method of communication in such highly sensitive matters would have been sufficient. Because of these doubts, mainly, I thought it would be unwise to use the memo either in support of my C/R research or in defense of the controversial photographs he sent me. In a sense, whether bona fide or bogus, the memo was a veritable 'barrel of eels' that would not serve in my interest.

When Richard Hall visited my home in March 1982, I discussed the memo with him, asked that he check into a couple of its touchy items and to give to me his opinion. By letter dated May 29, 1982, Richard said he found the federal judge's name in *Who's Who* 1982, offered ideas for further investigation, and made the following comment:

'I am skeptical that the memo is authentic for several reasons. Obviously a hoaxster could come up with the name of a real federal judge. But the memo content is what bothers me most. To suggest to a Federal Judge that he 'punish ... discredit ... squelch' a defendant would be a severe insult, unless they had him in their pocket or he were dishonest, given the rules of our court system. Also, if they were trying to persuade the judge that high-level classified information had been compromised, it seems unlikely to me that they would parade out a laundry list of that information in a memo that would stay in files. I could imagine them saying it was highly classified information with sweeping implications for the world, or even alluding to evidence of extra-terrestrial life, but I would think they would be much more guarded and indirect, only hinting at specifics.'

Unlike many documents of questionable merit, others with secret classification which, for example, I have seen privately in the possession of researcher, William Moore, at the MUFON Symposium in Toronto, Canada, in July 1982. Another I had received in 1980 released by the Canadian government. Those stand out as bona fide. The Canadian document, a memorandum downgraded from Top Secret classification, which emphasizes U. S. official concern and was based on an evaluation report dated November 21, 1950, by Wilbert B. Smith, head of Canada's Project Magnet. Following is an excerpt from the report on the subject, 'Geo-Magnetics.'

**November 21, 1950, Evaluation Report about 'Geo-Magnetics' by Wilbert B. Smith, Canada's Project Magnet:** 'We believe that we are on the track of something which may well prove to be the introduction to a new technology. The existence of a different technology is borne out by the investigations which are being carried on at the present time in relation to flying saucers.'

While in Washington attending the NARB Conference, two books were released. One was titled *Behind the Flying Saucer* by Frank Scully. The other was *The Flying Saucers Are Real* by Donald Keyhoe. Both books dealt mostly with the sightings of unidentified objects and both books claim that flying objects were of extra-terrestrial origin and might well be space ships from another planet. Scully claimed that the preliminary studies of one saucer which fell into the hands of the United States Government indicated that they operated on some hitherto unknown magnetic principles. It appeared to me that our own work in geo-magnetics might well be the linkage between our technology and the technology by which the saucers are designed and operated. If it is assumed that our geo-magnetic investigations are in the right direction, the theory of operation of the saucers becomes quite straightforward, with all observed features explained qualitatively.

I made discreet inquiries through the Canadian Embassy staff in Washington who were able to obtain for me the following information:

- a. The matter is the most highly classified subject in the United States Government, rating higher even than the H-bomb.
- b. Flying saucers exist.
- c. Their modus operandi is unknown, but concentrated effort is being made by a small group headed by Doctor Vannevar Bush.
- d. The entire matter is considered by the United States authorities to be of tremendous significance.'

While attending the Toronto MUFON Conference, I was also privileged to have lunch with Mrs. Wilbert Smith, wife of the late eminent researcher, and with Arthur Bray, author of *The UFO Connection* (Jupiter Publishing, Ottawa, 1979), who was familiar with Smith's work. Both Mrs. Smith and Bray assured me of the memorandum's official status. Of note, Bray shares the following in his July 3, 1980, letter to me:

**July 3, 1980, letter from Arthur Bray:** 'I have read your *Status Report II*, and with particular reference to item B-12 (Frank Scully), I thought you would be

interested in the following.

The noted Canadian Ufologist, Wilbert B. Smith, conducted an interview with a top American scientist involved in the UFO business in the early days, who confirmed to Smith that the facts in Scully's book were 'substantially correct.' I have Smith's personal notes recording this interview on September 15, 1950. The interview was conducted through the Canadian Embassy in Washington. I reported this information on page 59 of my recent book, *The UFO Connection*. The name of the American scientist was Dr. Robert I. Sarbacher, who was Director of Research, National Science Laboratories, Inc. This greatly strengthens Scully's claims and certainly lends support to the 'contrived exposure' theory.'

Also of note, Bray in his book relates that Wilbert Smith (Canadian engineer) was provided, for research purposes, a fragment allegedly obtained from an alien craft which had been shot off by USAF interceptors near Washington, D. C., in July 1952."

## **Part 14: UFO Crash/Retrievals: Status Report III - Amassing The Evidence**

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*"It is quite legitimate to assume that on other planets dinosaurs lived on to become humanoid beings with the high intelligence necessary for interplanetary travel."*

- Dale Russell, Ph.D., National Museum of Natural History, Ottawa, Canada.

### **Leonard H. Stringfield:**

#### **THE OMNIPRESENT I.I.I.**

"Always present in my work is the I.I.I., or less cryptically, the 'Invisible Inside Informant.' New ones surface from time to time as old ones fade away. Sometimes on my wish, like a storybook genie, they respond with supposedly 'inside' UFO information ostensibly to help my cause in research. Usually, known by only a first name or as in one case, just as 'Uncle,' their backgrounds as UFO savants vary. Some allegedly serve, or have served, in the Intelligence community. One is a medical doctor and some are too shifty to be pinned down. The I.I.I. are always polite, are not always readily reachable and are evasive when I ask for a one-to-one meeting. As to their motives, I can only guess. Maybe some are just tired of secrecy and genuinely want to help. But others I can see as plants who are a part of a plan to either spoon feed information as a test of public reaction or are to set up a disinformation trap. In the end of the spectrum is the KGB who is interested in the progress of a duplication of a saucer-like craft by the U. S. military.

Surprisingly, the general track record of the I. I. I. is good. Information related is often corroborative and sometimes scarily right on target. Sometimes even their advisement seems sincerely helpful. For instance, the last word I had from Robert Barry's C. I. A. source was to stay out of the 'photo fight' (in references to the alien cadaver photos). 'They're all fakes,' he said. Previously this source intimated that the U. S., through NASA, had cooperated with Russia on the evaluation of a movie film showing UFOs in flight near their Salyut 6 space station. He also had informed me that 80% of the material in my paper (1978) was correct and predicted that I would face threats while delivering that paper in Dayton, Ohio.

A more recent 'Insider' known as 'Uncle,' who spoke through an intermediary, said that I was on the right track in my research, but cautioned that many reports I had received were disinformation. He also said that I would never be able to prove my C/R case without the 'hard stuff' which I would never get. Other notable points follow:

1. Possessing a photo of a maimed alien cadaver, he admitted that his knowledge of its biological structure made him turn to atheism.
2. He believed that UFOs were not of a benign nature; that he knew of one case in Texas where people had been mutilated in like manner as the classical cattle mutilation cases.
3. That the Kecksburg case (Item B-1 in *Status Report II*) involved a crashed spy plane, not a UFO. He also averred that the Ft. Riley incident (Case A-8 in *Status Report II*) and the crash in Johannesburg, South Africa, were true. I note here that my C.I.A. informant also had confirmed the Ft. Riley and Johannesburg cases. (See Case A-6, *Status Report II*).
- 4) He also said that AF interceptors fired on a UFO over Washington, D. C., in 1952, and believed that the reported UFO crash in Spitzbergen was a result of damage during that engagement.

Several sources gravitating into my realm of research have related firsthand knowledge of genetic experiments supposedly in league with UFO phenomena. One source in 1978 offered proof of a cyborg experiment - x-rays, medical records and so on. I received by mail some military medical records, but the promised x-rays wrapped protectively never arrived by mail nor were they delivered in person as he had arranged. On this same tack, another source claimed he had been used in a genetic experiment which tied in with the aliens. Then in recent correspondence from his confidante, I was told he was visited by a strange appearing female who shared her great wisdom about UFOs and space, which nearly scared him out of research. Still another person who knew about a hospital 'out west' which was involved in genetic experiments made urgent plans to meet me and never followed up.

Other Insiders of a less dramatic posture have told me of hidden UFO secrets underground in Colorado; of saucer-like craft that are 'ours' flying experimentally at Nellis AFB and at a secret base in New Mexico; of underwater UFO bases; of decipherable communications with aliens, ad infinitum.

Many things have been said about UFOs by the Collective I.I.I. which are beyond the scope of this paper. If any of the points they have stressed are true, then the UFO is serious business and perhaps, according to official rationale, a good reason for silence. The medical or the journalistic model will not help in dealing with the I.I.I. They are covert and most, I believe, are legitimate insiders. Again, I don't know their respective motives and probably never will.

#### POSTSCRIPT ON TWO KEY CASES

Most case histories cited in my two previous Status Reports remain essentially unchanged as most sources are no longer accessible for questioning. In two key cases,

however, new data have surfaced as follows:

**1) Kingman, Arizona, 1953:**

First investigated and reported by researcher and author Ray Fowler. See pages 178-185 in *Situation Red, The UFO Siege*, Doubleday, 1977; and see Abstract 6 in *Retrievals of the Third Kind*. On August 11, 1980, I wrote to Fowler seeking permission to question his source, Fritz Werner (pseudonym) concerning his experience in the Kingman, Arizona, retrieval operation. My questions and Werner's answers, dated September 2, 1980, follow:

**September 2, 1980, Written Q & A with Fritz Werner:**

'Q: Details of observed facial features of the deceased entity, such as ear lobes, nose, mouth, eyes, neck, head size and shape.

A: Since it's been 27 years, details like this are pretty foggy and I may even be influenced by other descriptions I've seen or heard in the interim. In short, I don't really remember any earlobes. Eyes, I did not see. Head shape was oval. Nose, I don't recall one.

Q: Other body features such as arm length, hands, fingers, shoulders (square or rounded ) uniform, feet and so on.

A: Body very slender. Overall, quite small. Arms disproportionately long by human standards.

Q: Was protective clothing worn by investigators on scene of crash? Any explanation why such protective clothing would not be standard procedure during exposure to alleged alien craft and bodies?

A: No protective clothing. We were 'scanned' for radiation, however. Negative. No explanation why no protective clothing.

Q: Were you and others checked medically following exposure to craft and bodies?

A: Yes. No apparent bad effects.

Q: Were special guards assigned to guard tent where the alien body was held?

A: Yes.

Q: Was an attendant medic in tent with the recovered body? It seems that such a precious 'cargo' would be under constant scrutiny. Any dry ice on the premises?

A: Don't know. There were others in the tent.

Q: Any official cameramen on the scene?

A: Didn't see a photographer, but I'd be greatly surprised if there was none.

Q: Any visits, since original disclosures, by authorities to remind you of your secrecy oath?

A: Only once. About a month after the incident and that was by phone.

Q: Any knowledge or rumors of cause of the crashed craft?

A: No.

Q: A former C.I.A. employee related to me through Robert Barry that parts of your disclosure were 'embellished' or 'just story.' He did not explain what parts. Can you clarify or describe any 'gray areas' in my published report in my paper, *Retrievals of The Third Kind*?

A: Did not read the referenced article.

Postscript: Don't wish to talk to anyone just yet. Think there is 'something going on, however, particularly in nature. I believe in the next 5 to 10 years, 'nature' is going to unleash a series of phenomena (such as Mt. St. Helen's) which in some cases will be disastrous. Have feeling that UFOs, psychic phenomena and these 'nature' occurrences are connected.

## **2) The Lumberton, Ohio, case, Spring 1977:**

Alleged skirmish between U.S. military forces and landed (or disabled) alien craft. See Case B-13 in *Status Report II*.

The so-called Lumberton incident is vague, elusive, sensitive. One Cincinnati investigator (name withheld on request), intrigued by the report, decided to sleuth for more information on his own. He said that he managed to talk to the Sheriff in the suspect area, who promptly claimed that he had been ill and off duty during Spring of 1977 and there was nothing in his records about a UFO encounter.

A more recent investigation into the case by the intermediary of 'Uncle' (see Omnipresent I.I.I. in this report) brought more positive results. According to his version, he made an arrangement with a police officer of influence who claimed to be in a position to check the records. By March 21, 1982, my intermediary reported that his friend learned enough from his 'contacts' to confirm the incident. He pinpointed the scene of action as being closer to Wilmington than Lumberton and that there were casualties. Regarding the latter, he was vague, claiming it was law enforcement personnel, not military.

After the confrontation, the officer learned the craft lifted off and disappeared. Said my intermediary from Beavercreek, Ohio: 'He (the officer) knows a lot about the case and I think he's willing to talk about it. But he has to be careful.'

I pressed for an early meeting, guaranteed anonymity, and waited for my middleman to name the time and place. On April 5, 1982, I got my call. As expected, my intermediary somberly announced that his sleuthing police officer had a bad UFO experience and won't talk. 'He's been scared out of his wits,' he said. 'In March a UFO attacked his patrol car, burned the roof ... (thus) threatened (he contemplated) to pack up and leave his

home, his job, everything.'

I said, 'Now I've heard everything,' feeling almost unimpassioned by the turn of events. Later, I thought of the Sheriff who claimed illness during the Wilmington episode, and I wondered about the story given me by the prying police officer and if he really had his UFO experience that he claimed? Or was he frightened off by another kind of interloper?

On May 27, 1982, as I finished writing this *Status Report III*, I called my intermediary for the latest on the newly named Wilmington case. 'It did happen,' he emphasized, 'and there were injuries to law enforcement personnel, but the military came into the affair later, after the incident.'

When he said he had not heard from his police officer friend in recent weeks, I tossed in the notion that he (officer) probably got his 'hands spanked' by a superior and that he made up his UFO encounter as an excuse to bow out. My informant agreed.

## THE HYPOTHETICAL ALIEN

My medical informants on staff of a major hospital, who in 1979 provided extraordinary information for *Status Report II* (See Case A-7 of that paper), have since late 1980 been silenced. One was a pathologist who allegedly performed an autopsy on an alien body. He related that he could no longer collaborate on the subject. His last message, however, reiterated through his colleague, concerned a hypothesis which postulated that early man - possibly Cro-Magnon or before - had been genetically altered or hybridized with an alien of superior intelligence to form *Homo sapiens*. According to his rationale, atrophied human-like organs such as evidenced in the alien's genitals, suggested Earth-related evolutionary ties that are beyond coincidence.

In essence, according to the pathologist, primeval Earth had become an experimental test tube for a new race whose development required periodic watching. Provocatively, the hypothesis which was presented at a secret high-level medical conference (with Russian attendance) does answer a lot of basic questions about the UFO; i.e., their cyclic visitation, some Biblical events, the lack of open communication, the lack of overt hostility, and a plausible explanation for abductions of random subjects for what seems to be physical examinations. Also, it would explain the prolonged high level international secrecy. If world governments have medical and other back-up evidence to support the hypothesis, then the posture of silence takes on new meaning. Perhaps they assume that Man's concept of himself in his world would be shattered.

In the absence of firm evidence needed to convince research that the *Homo sapiens* is a hybrid, there is no shortage of speculative information about early extraterrestrial visitation. Their possible exploits and influence about in Biblical times and in the cultures of the Maya, Inca and Aztec. China, too, has its story of a mysterious anthropological find. This one of evolutionary significance allegedly goes back 12,000 years to an 'ugly' offshoot race. Researcher Clark McClelland spent time in his Pittsburgh library and pieced together the Chinese Connection from various Russian papers, including a 1963 issue of the magazine, *Sputnik*. His notes follow:

## **Clark McClelland on the E.T. and Chinese Connection:**

'In 1937-1938, a Chinese archaeologist, Chi Pu Tei, made what has been called an extraordinary discovery according to Professor Alexander Kazantsev and Professor Vyatcheslav Zaitsev of the Soviet Union.

During the expedition into the isolated Payen Ara Shaan (mountains) in China, archaeologist Chi Pu Tei and a group of students entered several caves of great antiquity and discovered over 700 disc-shaped stone tablets consisting of double-grooved lines. They looked similar to present-day phonograph records, even having a hole in the center. But they were of a less refined quality and much larger in size. They were later found to contain a strange style of spiral writing that does not otherwise exist in China or anywhere in the world.

Another unique discovery is that in the remote area (where) these ancient records were discovered (according to a report by Soviet scientist Zaitsev) live two tribes, the Khams and Dropas, who are pygmy-like people with larger than usual heads and are difficult ethnically to classify. They are different from Chinese, Tibetans and Mongols.

In the caves where the disc tablets were found, small ancient graves were also discovered aligned in neat rows. The unusual skeletons in those graves were all humanoid of small proportioned creatures with large skulls. Their average height was 5 feet. Also, according to Chi Pu Tei, on some cave walls were found painted astronomical formations of the sun, moon and star groupings and many small open dots shown converging on earth and in a direction that leads to a mountain region. Perhaps the dots indicate the route of alien craft. Present information indicates the skeletons and paints are at least 12,000 years old.

In 1962, Tsum Um Nui, professor at the Peking Academy of Prehistoric Research, announced that he had deciphered some of the grooved symbols that he discovered on several discs that had been brought back from the earlier expedition by Chi Pu Tei. Associating this with local legend, he released the following account which was eventually published in a German journal, *Das Vegetarische Universe*.

His story states: About 12,000 years ago a group of living things which were very ugly (this statement is from local legend and a literal interpretation) landed their craft (on earth). They were hunted by the local people and hid in caves. Later the local inhabitants returned with gifts making efforts to be peaceful. But when some of them (the creatures) emerged from the caves, they were immediately killed because of their ugliness.

Other Chinese legends tell of little yellow creatures that came down from the stars. They had big heads and small bodies and were so ugly that local inhabitants attacked them.

According to Dr. Zaitzev, a couple of these stone discs were secretly sent to Moscow and several scientists were assigned to study the discs and elaborate on their composition. They found the discs are 0.8 meters in diameter and 2.0 centimeters thick (approximately 31.5 inches in diameter by 7/8 inches thick). Each disc has double grooved indentations on which are engraved tiny symbols. When

tested, each disc was found to be granite with a high content of cobalt and aluminum and a highly resonant frequency indicating they may all be carrying an electrical charge. Since granite is largely composed of silicates and cobalt in metal with properties of magnetism and corrosion-free, these stone discs could practically last forever.

These embedded alloys of silicon, cobalt and aluminum which are found as part of the spiral grooves could very possibly form an electronic recording capability similar to that used in present-day magnetic recording machines. Let us consider this theory. Perhaps these strange discs carry two messages: one written in symbols on the grooves and perhaps sounds or information recorded within the electrical charges. If true, it could be in the language of its original creators - the frail creatures with large heads in myth and legend.'

While our hypothetical alien lies on his alleged cold slab somewhere in secret custody, we are left only to guess about other key parts of his physiological structure such as the brain, the reproductive organs or what the Thing ingests for sustenance. When my prime medical source went silent, there was an 18-month gap before a new medically informed insider of the I.I.I.-type emerged. He not only hastened to confirm the general data related by my medical source, but added that the alien without a digestive track thrives by the absorption of electrical energy. Curious as to particulars, I tried to get my intermediary to reach his 'Uncle' for more details. But like others who claim to have served in the Wright-Patterson Inner Sanctum, he never resurfaced.

## The Alien Hand

Pondering all the gaps in the alien's anatomical puzzle, curiously it is the hand with four fingers, webbing and no opposable thumb that is described most often by diverse sources. Here, I must go back to my first and second status reports which include drawings of an alien hand structure based on information from several firsthand observers. One of my sources (allegedly C.I.A.), when he reviewed my drawing prior to the release of my first paper in Dayton in July 1978, suggested that I remove a knobby protuberance which I had sketched in at the normal thumb joint of the hand. He commented that my rendition bore a likeness to the hands he had seen on the two bodies in his 1962 retrieval. See drawing below.

When *Status Report II* was released through MUFON in January 1980, the influx of information about UFO crash/retrievals was nearing its peak. During this period of euphoria, I received a photograph from a source showing a close-up of a skeletal hand that was strikingly similar to my drawing. In the photo was a claw-like appendage with indistinct webbing between each gnarled digit, joined to a thick, swivel-like wrist on an arm, sharply bent at the elbow, which joined a bulbous socket at the collar bone and a hulk of anthropoid rib cage. According to my source, the specimen was found in primordial shale and was procured by the U. S. Air Force in Florida, sent to Wright-Patterson and finally shipped to a university in Pennsylvania where it is preserved for 'secret study in a grotto lab.'



Photo reprints showing skeletal remains of a creature unknown to science, found allegedly in shale. According to my source, the specimen was sent to a university in Pennsylvania by the U. S. Air Force for secret study. **Left print** which I originally received seemed to me that it was clipped off of a photo showing

more of the remains. When I questioned this and requested more detail, I received the **photo at Right**, which shows the clavicle or the collarbone and what appears to be the creature's extended right arm (as if entity laying on stomach). Curiously, the head is either missing from the skeletal remains or I was not permitted to have a full-view photo in my possession, for reasons unexplained.

Information about the hand of the alleged alien, as sparse as it is from firsthand witnesses, may provide some biological clues. The webbing, for instance, suggests that the creature is amphibian which may further find plausibility in that the epidermis is so often described as scaly or reptilian. This brings to mind a creature dubbed 'dinosaur man,' imagined by Dr. Dale Russell, Chief of Paleontology at the National Museum of Natural History in Ottawa, Canada.

[ Editor's Note: RUSSELL, DALE A.

Dr. Dale Alan Russell is a vertebrate paleontologist and author. He is a Research Professor at North Carolina State University and Senior Curator of Paleontology at the North Carolina Museum of Natural Sciences. Russell has named the following dinosaurs: Alxasaurus (Russell and Dong, 1994), Archaeornithomimus (1972), Atlasaurus (Monbaron, Russell and Taquet, 1999), Cristatusaurus (Taquet and Russell, 1998), Daspletosaurus (1970), Dromiceiomimus (1972), Dyslocosaurus (McIntosh, Coombs and Russell, 1992), Lurdusaurus (Taquet and Russell, 1999), Sigilmassasaurus (Russell, 1996), and Sinornithoides (Russell and Dong, 1994). Russell has written many papers and books, including, "*Odyssey in Time: The Dinosaurs of North America*" 1989 and "*Systematics and Morphology of American Mosasaurs*" (1967). In 1971, Russell and the physicist Wallace Tucker published a paper (in the journal *Nature*) called "*Supernovae and the extinction of the dinosaurs*," which theorized that a supernova caused the K-T Extinction. This was the first theory to put the blame on an extra-terrestrial phenomenon. ]



Model of a dinosauroid with the reconstruction of *Stenonychosaurus* behind.  
Conceived by Dale A. Russell in 1981 and created by Ron Sequin in 1982,  
The National Museum of Natural Science, Ottawa, Canada.



"Dinosauroid." Sculpture by Dale Russell and Ron Seguin, 1982,  
Canadian Museum of Nature, Ottawa, Canada. Source:  
*The Encyclopedia of Astrobiology, Astronomy, and Spaceflight*.

**Leonard Stringfield:** "Before Russell's hypothetical dinosaur made news in 1981, I had received from the scientist in July 1980 two scholarly papers: *The Evolution of Intelligence on Earth* and *Reflections of the Dinosaurian World*. Both papers were useful to me in understanding the biology of early Earth. Of note, during a 1981 interview, Russell expounded that UFO aliens from outer space may have descended from a super smart dinosaur like the kind that roamed our Earth eons ago. He was also quoted as saying, 'It is quite legitimate to assume that on other planets dinosaurs lived on to become humanoid beings with the high intelligence necessary for interplanetary travel.'

Corroborative information came from Ted Phillips, a specialist in UFO physical trace research for CUFOS (Center for UFO Studies) and MUFON (Mutual UFO Network). When Phillips saw my drawing during a meeting at the United Nations, hosted by Prime Minister Gairy of Grenada (with Drs. Hynek, Saunders, Vallee, Pohar of France, and astronaut Gordon Cooper), he was 'shocked out of my seat.' Ted compared its likeness to an alien hand appearing in a photograph he had seen from a reliable source. See statement Page 34, *Status Report II*.

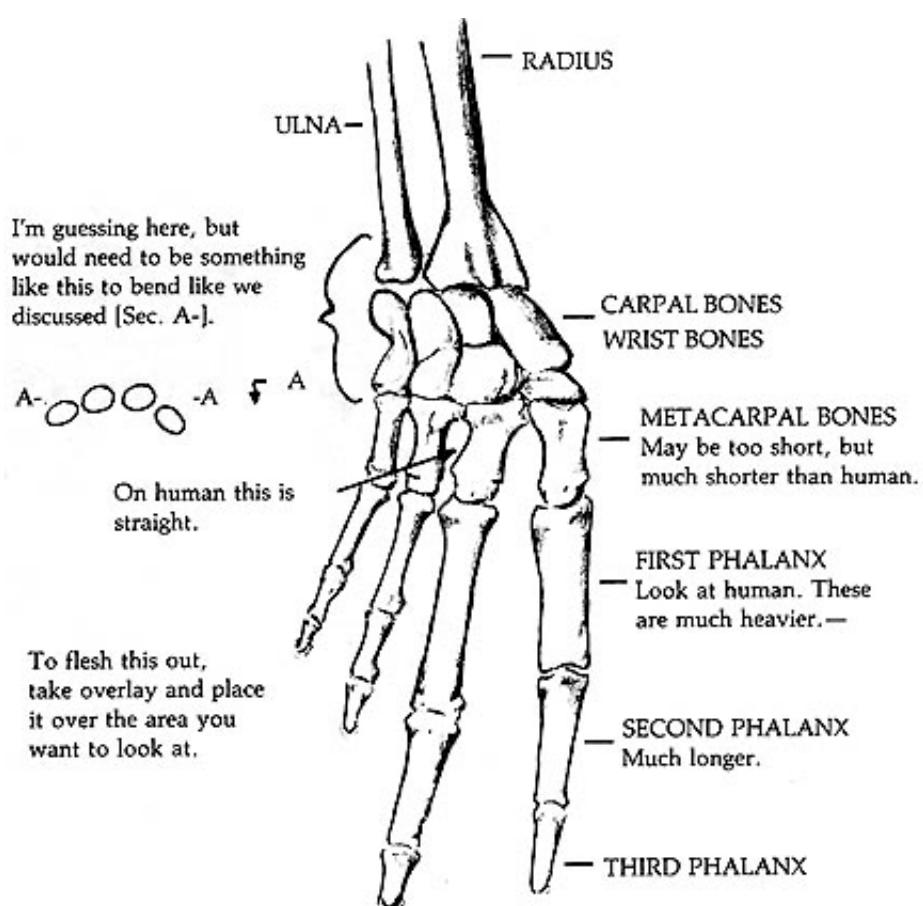
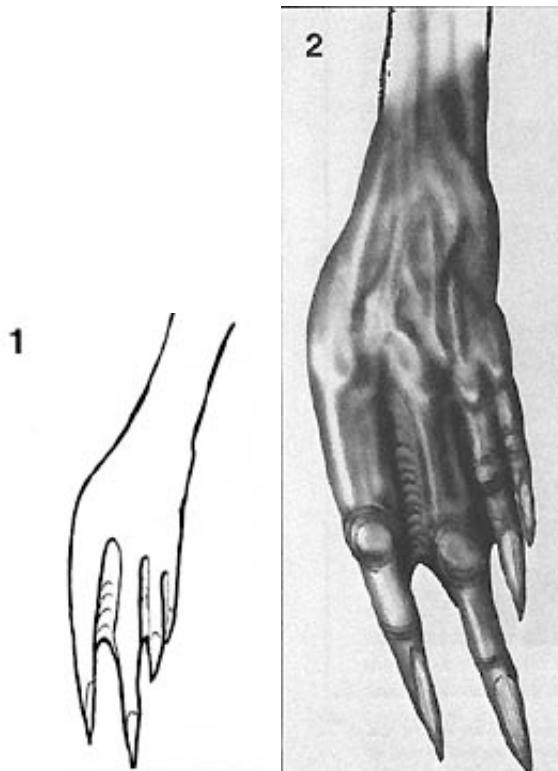
If the freak skeleton is not another 'Piltdown Man' hoax, the problem is finding its link in pre-history. And if not a hoax, is it a vestige of experimental genetics eons ago to which my medical informant had alluded? And in comment, why should a skeleton of something extinct be kept secret?

In an attempt to get professional opinion on the skeleton, I took the 'hand-rib cage' photograph to Dr. Anthony J. Perzigian, Ph.D., Anthropologist at the University of Cincinnati. His response by letter was dated November 15, 1980, and follows:

**November 15, 1980, letter from Anthropologist Anthony J. Perzigian, Ph.D., University of Cincinnati:** 'Earlier this month at your and Professor Harry Mark's request, I examined photographs in your possession. Pictured were some unusual kind of creature which gave the appearance of having a simian-like (or ape-like) thoracic anatomy at least insofar as one could tell from the rib cage. The limbs, however, displayed no particular simian-like features. The upper arm was significantly longer than the forearm in proportions one does not see in apes. The carpal or wrist region was quite indistinct; the hands gave the appearance of having fewer than five fingers; the fingers seemed to have claws instead of the more common nails one finds among higher primates.

'This organism, if it is just that, is quite peculiar and one that I cannot classify as to genus and species. Moreover, I would hesitate, on the basis of a photo or two, to suggest that it is some extra-terrestrial form vis a vis a fabrication. Best of luck in your work.'

During the spell when many of my sources were silent, many researchers pledged their moral support. Others offered professional help. Al Reed, artist in Sunnyvale, California, offered both. On the hope that I could get more physiological details from my medical sources, he rendered an elaborate set of illustrations of the hand and wrist showing hypothetical bone structure with flesh overlays in color. But at this point in time, my medical informant had dried up and without his expertise, the project was aborted. Some of Reed's renderings are shown below. I hope for further guidelines by my medical source who allegedly performed an autopsy on an alien body in early 1950s.



**Upper left** Drawing 1 is a sketch of the hand that I (Len Stringfield) drew for the critical view of a former C.I.A.

employee in 1978, who claimed to have seen deceased aliens during a recovery in New Mexico, 1962. He advised only that I remove a small protruding nub which I depicted indicating a vestigial thumb.

**Drawings 2 and 3** are by artist, Al Reed, showing alien hand structure (sketch 3 by Al Reed 9/6/80).

Drawing 2 is Al Reed's textured conception of the hand based on my sketch (Drawing 1 by Len Stringfield). Drawing 3 is hypothetical alien bone structure by Al Reed who wrote:

'Len: This bone structure is based on the dimensions of an enlarged drawing in report # 2, but with fingers spread to compare with right hand drawing of human bones. (not included here)

## **Part 15: UFO Crash/Retrievals: Status Report III - Amassing The Evidence**

© June 1982 by Leonard H. Stringfield

*"Former U. S. Air Force Sergeant described Top Secret report on a UFO landing and encounter with humanoids during which Colonel was paralyzed and weapons were 'jammed.'" - U. S. Air Force General*

### **Leonard H. Stringfield:**

#### **"Epilogue: The Credentials Factor: Narrowing the Gap**

On this day, June 1, 1982, as I write the Epilogue for this *Status Report III*, I must retrogress to say that at times when new, substantive information emerged, I felt I was on the brink of breakthrough. But deep inside, I knew that to even hint of a breakthrough in this status report - no matter how great the source or the testimony - would be too brash of an assumption. Testimony is subject to human interpretive error, to say the least, and testimony alone is not proof. Rest assured, however, I do have my opinions on the subject of UFO Crash/Retrievals and gut feelings about each of my sources. But to borrow a page from scientific rationale, I offer no conclusion.

Also, no apologies for withholding the names of my sources and some of their support data. My grounds for not doing so are ethical, legal and, in some instances, a matter of national security. Nonetheless, just for the hell of it, let us suppose that I did resort to perfidy and named some, or all, of my key sources. With the tables turned, I am sure that many in responsible positions would be left with no alternative but to deny their testimony, fearing reprisal and/or invasion of privacy and exploitation by opportunists. Countless others who might come forward never would

Without names, I realize that my published works can simply be relegated to hearsay. However, there are other ways to present and keep alive a credible case for UFO Crash/Retrievals. One is found in the following statement written and signed in my presence by researchers of respectful credentials which, I believe, speaks adequately for my endeavor:

'Dear Len ... We want to thank you and Dell (wife) for your hospitality during the March 20-21, 1982, weekend, when you reviewed with us certain documents, letters, tapes and other information from sources claiming some knowledge of UFO crash/retrievals. You also arranged for us to talk with or hear two first-hand claimants and one intermediary. We would like to make the following points, which you may quote in full or part:

- 1) We affirm that the information you are receiving is substantial and credible, in that much of it emanates from persons in responsible positions, usually present or former military officers or enlisted men with Intelligence or Security units.
- 2) As you discussed with us, you are aware that any given case could be a hoax or a disinformation ploy by people whose interest is to suppress the truth or confuse the issue. However, we agree that it is extremely unlikely all of the information from so many independent sources over so many years could be a hoax.
- 3) As you demonstrated to us, you have investigated within the resources available to you background information about the people and events implicated in the crash/retrieval reports, and your intent in publishing the reports is to help prove or disprove them, individually and collectively.
- 4) We ourselves have provided crash/retrieval leads or other information to you and assisted you in checking facts or details in some cases.
- 5) We feel that the work you are doing is vitally important and should continue, and that other researchers should support your efforts in every way possible.
- 6) Some researchers who criticize you underestimate the complexity, time-consuming nature and costliness of trying to elicit information from reluctant and fearful witnesses, many of whom fear reprisals. These critics show a lack of appreciation for the sensitive nature of your investigations and the possible consequences for some of the informants.
- 7) Finally, we both respect and commend your firmness in refusing to release witnesses names. This appears to us to be the correct, ethical and humane approach under difficult circumstances, and the one most likely to yield significant information.

Peter Rank, M. D.  
Chief of Radiology  
Methodist Hospital  
Madison, Wisconsin

Richard H. Hall  
Former Assistant Director NICAP 1958-1967  
Editor, *MUFON UFO Journal*<sup>1</sup>

**Leonard Stringfield:**

**"CHRONOLOGY OF CASES REPORTED IN**

***UFO CRASH/RETRIEVAL SYNDROME, STATUS REPORT II: Search for Proof in A Hall of Mirrors***

- 1) World War II: England. Crashed craft. Source, military officer (Case A-1, Comment).
- 2) 1947: Near Roswell, New Mexico. Fragments of apparent crashed craft observed by U. S. Air Force officer. (Case A-10)
- 3) 1948: Crashed craft, plus body, reported by newspaper columnist. (Item B-14)
- 4) 1948 or 1950: Mexico, near Del Rio, Texas. U. S. Air Force officer observed crashed craft and one body. (Item B-7)
- 5) 1950: California. Air crewman observed craft in Navy hangar. (Item B-5)
- 6) 1952: New Mexico. Former U. S. Air Force radar specialist learned of crashed craft and bodies. (Case A-9)
- 7) 1952: Wright-Patterson AFB, Ohio. Military officer, now retired, saw one body. Saw movie film of craft (see Case A-9), UFO files at NORAD, Colorado Springs, Colorado (see also Item B-3). (Case A-4)
- 8) 1953: Johannesburg, South Africa, retrieval. (Case A-6)
- 9) 1953: Arizona. Military officer saw three bodies, one female, at Wright-Patterson AFB, Ohio, and learned of crashed craft in Arizona. (Case A-1).
- 10) 1953: Wright-Patterson AFB, Ohio. Technician reported presence of 13 bodies, saw written report confirming it. Learned two craft were at Langley AFB, Virginia. (Item B-6)
- 11) 1953: Desert area. Movie film of crashed craft and three bodies seen by former U. S. Air Force officer (see Case A-4), a former U. S. Air Force radar specialist, a former U. S. Army radar specialist, and (about 1956) by a former U. S. Air Force officer. (Case A-9)
- 12) 1957: Southwest United States. Former Air Force Sergeant learned from General about crashed craft and four bodies; craft shipped by rail to Wright-Patterson AFB, Ohio. (Case A-5)
- 13) 1962: New Mexico. Crashed craft, two bodies, head band 'communicator' (see Case A-7, Comment). Source: Bob Barry, allegedly from CIA contact. (Case A-6)
- 14) 1964: Ft. Riley, Kansas. Crashed craft reported by enlisted man on guard duty, confirmed by separate source. (Case A-8)
- 1965: Near Kecksburg, Pennsylvania. Crashed craft. Source: Clark McClelland, NASA employee. (Item B-1)

1966: Wright-Patterson AFB, Ohio. Nine bodies observed by former Army Intelligence officer, now a businessman. Learned there were 30 bodies, plus crashed craft. Cited five crashes during 1960s and secret computer files on UFOs. (Case A-3)

1968: Nellis AFB, Nevada. Former U. S. Air Force Sergeant described Top Secret report on a UFO landing and encounter with humanoids during which Colonel was paralyzed and weapons were 'jammed,' learned from U. S. Air Force General. (Case A-5)

1973: Location not stated. Air Policeman observed three bodies. (Case A-2)

1975: Michigan. Crashed craft. (Item B-4)

1977: Ohio. Violent encounter reported between UFO humanoids and U. S. military forces. (Item B-13)

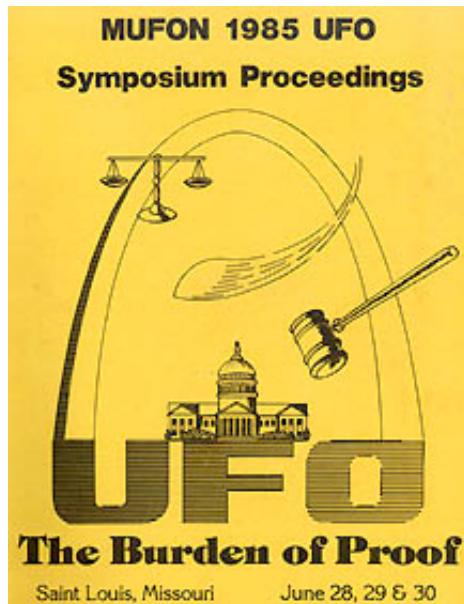
1978: Argentina. Object crashed in mountains, report of U. S. Air Force retrieval. (Item B-8)

1979: Pennsylvania. Body retrieved along roadside. Apparent hoax. (Item B-14)"

END OF STATUS REPORT III

**Part 1: *UFO Crash/Retrievals: Status Report IV - Fatal Encounter At Ft. Dix-McGuire***

© January 1985 by Leonard H. Stringfield



Pages 41-65 of the *MUFON 1985 UFO Symposium Proceedings* are entitled, "The Fatal Encounter At Ft. Dix-McGuire: A Case Study: Status Report IV" © 1985 by Leonard H. Stringfield.

**"ABSTRACT"**

**Leonard H. Stringfield:** New testimonial evidence and a document are bared in *Status Report IV*, following the re-emergence in 1983 of the informant whose experience, as a witness, was first disclosed three years earlier and published as Case A3 in *Status Report III*, 1982. The source, a sergeant in the U. S. Air Force Security Police at McGuire AFB, adds substantive information relative to the reported fatal encounter on January 18, 1978, between an alleged alien entity and a Ft. Dix MP and relates his firsthand observation, while on duty, when the slain entity was found on an abandoned runway at McGuire AFB. The source also reveals his sensitive involvement with authorities in various agencies following his discharge

from service because of his disclosures to this writer. Also reported are the communications with the source since 1980 and an arranged meeting between the source and a colleague to lend back-up credibility to the case. Investigation continues.

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### **PROLOGUE: THE BURDEN OF PROOF**

Proof! The burden of this one word, and perhaps its ambiguity, has haunted and frustrated UFO research since businessman-pilot, Ken Arnold, sighted nine saucer-like things over Mt. Rainier in 1947. Proof! Its implications burden all of us who try to convince the skeptic that unidentified objects, flying under apparent intelligent control, have intruded into Earth's air space and sometimes allegedly land and, on rare occasions, crash.

All factors considered, I believe we, in the domain of public research, do not have that exalted proof to exhibit for any of the foregoing anomalous UFO events. As Dr. J. Allen Hynek of CUFOS would say, we do have 'reports' describing such events. And as we all will agree, many are made by credible people. Yes, our research treasury has thousands of reports of UFO encounters of all kinds providing stacks of circumstantial, but highly suggestive evidence.

Alas, these are not proof. Nor do affidavits, nor 'leaked' government documents, nor photographs constitute proof. Regrettably, experience has taught us that any of these so-called proofs might well be fakes. Even a released document through the Freedom of Information Act (FOIAS) is not proof, for the subject it treats too often contains precious little of value, due to censored deletions, vague phraseology, or references rendered meaningless without additional support data which are never made available.

So, what is that proof that remains so elusive from public view? According to scientific discipline, proof - in the case of UFOs - -can be reduced simply to the possession of a captive craft or artifact or a cadaver that can be seen, touched, and smelled. To please Phil Klass, the world's foremost debunker, we might include even 'tasted.' I must, therefore, face the inevitable questions in my special research: Has such a nondescript craft been retrieved and studied and, to stretch a point, duplicated at some secret base? And has a crew member of exotic anatomy been secretly examined and maintained in chemical preservation at some medical facility?

In spite of all the known evidence, including the testimony I have published in my series of monographs, I can offer no proof, by my definition, of the recovery of an alien craft or its occupants. So be it for me in the public sector.

Then there is the 'official' sector whose military spokespeople from the outset have denied the existence of the UFO. Why? By now, it should be obvious to every researcher that behind the denials, something 'above top secret,' as Senator Barry Goldwater has said, is being hidden. Perhaps it is something big enough to shake up our societal patterns.

Whatever we might think of its implications for mankind, we do know that much information has been bared since World War II by credible military sources about UFO intercept missions, aircraft losses, visual sightings confirmed by radar and, yes, UFO landings on military installations and a crash - among several - one dating back to 1947. On the other hand, if all UFOs have simple explanations as the U.S. Air Force contends (and as a Wright-Patterson AFB spokesman once commented: 'We are hiding nothing.') - then why enforce such high degree of secrecy to hide nothing?

Logically, we might ask: What is it that must be hidden at all costs? Is it alien hardware? Alien cadavers? If so, why not tell the world? Why the long, agonizing secrecy? Here again, we can only guess, but a likely one is that to face the media of the world, they had better have answers for the UFOs' origin and intent. Without answers after so many years, the credibility gap of our Government and its scientific advisers would greatly suffer. Without answers, the experts in the military, the CIA, the NSA, NRO and NASA, who help form policy, will continue their secret probes in silence. It seems fair to say that we all have our proof problems.

I would like to be assured that governments worldwide, including Russia, and especially our own National Reconnaissance Office (NRO) are working on these problems. In good faith, I address these problems with new evidence for Case A3, published in *Status Report III, UFO Crash Retrievals: Amassing The Evidence* (1982).

### **THE EVIDENCE AND ITS BURDEN OF PROOF**

September 23, 1980, was to become more than just a typically busy day for me in UFO matters. According to my UFOLOG, I note that I had communications by phone and mail with Joe Brill, Michael Dougan, Bob Gribble, Diane Saghe, and a journalist in Japan. There was also an envelope with an APO San Francisco return address.

Of interest, of course, was Gribble's call concerning a new source, a trucker who reported that he had transported something secret for the military from Aztec, New Mexico, in the late 1940s, and a response to a letter I had sent to Saghe seeking information from a source she knew who had seen a captured saucer at a Texas airbase. But, standing out above all else, was the letter, APO San Francisco, dated September 16, 1980. It was typed in proper military format on stationery with official letterhead. See Figure 1 below. Note that I have deleted the Security Police Squadron number. The name of the sender has been changed to 'Jeffrey Morse' in this *Status IV* report.



REPLY TO  
AIAF OF

REVIEWER: Response for Request of Information in Relation to UFO Contact and  
Other Related information

TO: Len Stringfield

1. In January of 1978, I was station at McGuire AFB, N.J.. One evening , during the time frame of 0300hrs. and 0500hrs., there were a number of UFO sightings in the area over the air field and Ft. Dix Army camp. I am a security policeman and was on routine patrol at the time. N.J. State Police, and Ft. Dix MP's were running code in the direction of Brownsville, N.J.. A state trooper then entered Gate #5 at the rear of the base requesting assistance and permission to enter. I was dispatched and the trooper wanted access to the runway area which led to the very back of the air field and connected with a heavily wooded area which is part of the Dix training area. He informed me that a Ft. Dix MP was pursuing a low flying object which then hovered over his car. He described it as oval shaped, with no details, and glowing with a blueish green color. His radio transmission was cut off. At that time in front of his police car, appeared a thing, about ht. tall, greyish, brown, fat head, long arms, and slender body. The MP panicked and fired five rounds from his .45 Cal into the thing, and one round into the object above. The object then fled straight up and joined with eleven others high in the sky. This we all saw but didn't know the details at the time. Anyway, The ting ran into the woods towards our fence line and they wanted to look for it. By this time several patrols were involved.

2. We found the body of the thing near the runway. It had apparently climbed the fence and died while running. It was all of a sudden hush-hush and no one was allowed near the area. We roped off the area and AF CSI came out and took over. That was the last I saw of it. There was a bad stench coming from it too. Like ammonia smelling but it wasn't consistent in the air. That day, a team from Wright-Patterson AFB came in a C131 and went to the area. They crated it in a wooden box, sprayed something over it, and then put it into a bigger metal container. They loaded it in the plane and took off. That was it, nothing more said, no report made and we were all told not to have anything to say about it or we would be court martialled.

3. I will be getting out of the air force in about two months. Do Not disclose my name as I could get into trouble. I am interested in pursuing this and other matters if you need help. Forgive me for not signing this but I can't take any chances. Please reply to the above address and my parents will forward it to me or I will be home already. Don't send it here because they monitor all mail closely and I again don't want to take any chances.

Figure 1: U. S. Department of the Air Force Security Policeman's letter to Len Stringfield, dated September 16, 1980, San Francisco APO postmark.



McGuire AFB and Fort Dix Military Reservation near Wrightstown, New Jersey, are near the U. S. Naval Air Station in Lakehurst, New Jersey. The bases are about 45 miles east of Philadelphia, 50 miles south of New York City,

60 miles north of Atlantic City and 10 miles west of the Atlantic ocean. The Fort Dix / McGuire Air Force Base / Lakehurst Naval Air Station complex covers 42,000 acres.

Needless to say, I was stunned by the sergeant's bold disclosure of a military incident of fatal consequences at McGuire AFB, New Jersey. My first reaction was that it was a hoax, perhaps designed - if it were published - to embarrass or discredit my probes into UFO crash/retrievals. Still fresh in mind was another episode in 1980 involving questionable photographs received from a source under clandestine arrangements requiring my travel to another state. In this case, although my initial role was to have the photographs studied and authenticated, I made the mistake of announcing their acquisition at the 1980 MUFON symposium in Houston. Thanks to a swift and well-orchestrated smear campaign, researchers by and large became confused and questioned both the photographs and my credibility. A hoax? A stratagem to set me up? Probably, but a lesson was learned. (Note 1: See *Status Report III*, 1982, pages 40-41; also articles published in *MUFON UFO Journal*, Dec. 1980 and Sept. 1981.)

During this fragile period, being suspicious of any stranger with information to offer, I read Morse's letter over and over, and in between the lines, looking for anything detectably wrong. But I could find nothing wrong. The letterhead was real, the military format was correct, the writer told his story as fact without emotional embellishment. Maybe, I reasoned, it was the sobriety of the official letterhead that made the story itself seem out of place with the real world. Like so many other stories of UFO close encounters, it sounded like borderline fantasy. Other cases also involved the military, such as the British Rendlesham Forest Case. (Note 2: Also known as the Bentwaters Case, site of U. S. air base in the Rendlesham Forest. See *Sky Crash* by British authors Brenda Butler, Dot Street and Jenny Randles © 1984, published by Neville Spearman, U. K. I must, however, note that these authors are in error on page 213 where they state: 'Stringfield was too scared to travel to the conference [at Univ. of Nebraska, Nov. 1983, where my paper *UFO C/R Update* was read by Ray Boeche.] He (Stringfield) believed he was in danger following his research.' Not true. There was no basis whatsoever for being scared. My reason simply was that I had no important information in my brief report that warranted my presence or the expense of travel.)

Time will tell, I assured myself. Soon, Sgt. Morse would return home and if he had something of substance to back his claims, it would be the big breakthrough. I was determined to see this one case through, disregarding time, energy and cost. Proving it, however, would be a monumental burden.

To better understand the incident and its ramifications, some of which later followed my source into civilian life, I believe it is essential to report verbatim most of my early exchanges of communications with him (USAF Security Policeman). This covers a span of time from Morse's initial letter in 1980 into a period of apparent mail interference and then through his long interval of silence into his re-emergence in 1983.

As advised in Morse's overseas letter, my reply of September 27, 1980, was mailed to his home address. In the main, it was a message to establish a rapport of trust between us, one in which he could feel comfortable in sharing the burden of his experience and to allay any anxieties he might have had about my research background. My questions were few and simple. One, for instance, asked for more

descriptive detail of the recovered body. Another asked how the body was removed from the scene and by whom. Still another, if he could reveal any names of the personnel assigned to the area. I ended my letter with this thought: 'Hope to hear from you soon and will follow your mailing instructions. Your letter will remain confidential at this time and, of course, your name will not be used in anyway.'

Sgt. Morse, who was to be discharged and back home in November 1980, did not acknowledge my letter. Considering the time lapse as critical, I sent another letter on November 18, 1980, quoted in part here:

**Stringfield letter excerpts dated November 18, 1980:** '...Hope by now you're out of the service as you indicated in your letter from APO address. ...On September 27, I sent you a letter concerning my research endeavors which I trust you received at your home address. The incident you describe is, indeed, of interest to me and I hope you may find time soon to reach me by letter or phone, or, perhaps, to meet me at your convenience. You are certainly welcome to visit my home. ...I tried reaching you by phone last week, but your number is unlisted. ...'

**Morse's reply to Stringfield dated November 27, 1980:** 'Sorry to have had such a delay in my response to you. I'm sorry to say I did not receive your letter of 27 September 1980. I haven't received any mail since August 1980. I don't know why. I am now out of the service and am home. I am prepared to answer your questions. I believe, however, I told you everything I know, but I'm not sure it was much to go on. But, I hope it leads you to someone who knows more about it. I'm sorry I can't recall too many names. The desk sergeant that night was Sgt. C (last name only) and he would know much more as fact. That's all I know of his name, however, I do remember that he was rather dedicated and may still be in the USAF. Well, I would like your next response ASAP and will try to give you my phone number by then.'

**Stringfield memorandum to Morse dated December 4, 1980:** 'Your letter of November 27, arrived yesterday. I was surprised to learn that my letter of September 27 did not reach you. Fortunately, I kept a xeroxed copy which I have duplicated and enclosed for your consideration. Hope you can send me your phone number. Enclosed is a gratis copy of my recently published *Status Report II*, which shows the scope of my research.'

Again for unknown reasons, Morse did not answer. Considering his expressed interest in my research and even allowing for other personal diversions, I thought that 2 1/2 months were enough time for him to respond. On February 16, 1981, I wrote again, expressing my concern and asked for a prompt reply as evidence of his sincerity. No answer.

Had it not been for Morse's brief letter of November 27, in which he asked for me to respond 'ASAP,' I would have dismissed his disclosure of the incident as questionable. But something was amiss. Or was the mail sent to his home being lost through negligence? Or lifted t his post office by directive to the Postmaster from one of the intelligence agencies? Whatever the method used to silence Jeffrey Morse, I reasoned, it was effective. All communications ceased. Like so many other

informants in 1980, Morse became a phantom."

## Part 2: *UFO Crash/Retrievals: Status Report IV - Fatal Encounter At Ft. Dix-McGuire*

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McGuire AFB and Fort Dix Military Reservation near Wrightstown, New Jersey, are near the U. S. Naval Air Station

in Lakehurst, New Jersey. The bases are about 45 miles east of Philadelphia, 50 miles south of New York City,

60 miles north of Atlantic City and 10 miles west of the Atlantic ocean. The Fort Dix / McGuire Air Force Base / Lakehurst Naval Air Station complex covers 42,000 acres.

**Leonard H. Stringfield:** "By March 1981, while preparing the text for *Status Report III*, I had decided it was time to take inventory; time for appraisal of the material on hand and of myself still in the midst of a heated controversy among researchers over the pros and cons of UFO crashes and retrievals. I needed outside thinking and assessment of cases, a new perspective. To this end, I invited to my home two trustworthy friends who supported and contributed to my endeavors: Dr. Peter Rank, Chief of Radiology at the Methodist Hospital in Madison, Wisconsin; and Richard Hall, former Assistant Director of NICAP and then Editor of the *MUFON UFO Journal*. (Note 3: See statement in

Epilogue, page 49, of *Status Report III*, signed by Dr. Peter Rank and Richard Hall.)

During our long weekend chats, evaluating every case I planned to publish, we agreed that the Ft. Dix-McGuire encounter was among the foremost as to potential value - provided we could establish the genuineness of Morse. On this premise, I gave Hall his name and address, hopeful that new blood might stimulate a response.

On April 10, 1982, Hall sent Morse a certified letter offering on my behalf to meet him anywhere, anytime, to discuss the incident and to provide professional services and funds, if needed. Curiously, the certified letter was received and signed for by Morse, April 12, 1982, but the silence continued. It continued for 17 months! Then on September 27, 1983, Hall received an urgent letter from Morse, quoted as follows:

**USAF Security Policeman Morse Reply on September 27, 1983:** 'I am writing you in regards to your letter, 10 April 1982. I'm sorry that it has taken so long to answer your letter. I had to be sure about you and your organization. My mail has not been monitored for some time now. However, I must not express my information in the letter form. I have been warned, threatened and I have personally been interrogated as recently as February 1983, in reference to the subject I discussed with Len Stringfield. I also have further information ... which I know will interest you ... I have the opportunity now to travel to D. C. area. So if you wish to contact me again, you should still have my address. Hope to hear from you soon. If after 2 weeks, I have not heard from you, I will no longer acknowledge my participation with your group, nor will I answer any mail.'

When Hall phoned the news to me I advised that he follow up quickly by letter and arrange for a meeting. Unfortunately, because of personal circumstances, Hall's reply on October 10, 1983, was sent a couple of days later than the deadline set by Morse. Again, silence. On November 30, 1983, I wrote Morse the following letter, quoted in part:

**Leonard Stringfield Letter to Morse on October 10, 1983:** '... I held off writing until today, hoping that a little breathing time would give you the motivation to write. It is difficult to believe that the mail I sent you in 1980 and 1981 failed to reach you. Or, if you had received my letters that you were unable to reach me in some manner. Obviously, there was interference both ways ... I felt hopeful that Hall's letter could open a new door of communications - or, better still, a personal meeting with him.s have passed, I feel again concerned about your safety ... Assuming you are still a 'free' person, I suggest you simply call me, reversing the charges. ....Jeff, please respond in some way, if only to acknowledge you received this letter.'

More surfaced by phone on December 6, 1983, and I heard his voice for the first time. He called me at dinnertime, identifying himself by first name only. He said he felt safe now as enough time had passed since an official visitor warned him about his oath of secrecy. Talking cautiously for about 15 minutes, we covered the basics of many issues. Among his high points, however, were the disclosures that two days after the incident, he and others on duty at the scene were summoned to Wright-Patterson AFB for interrogation and that each was transferred promptly to a separate base overseas. His assignment was to a new Security Police Squadron in Okinawa. 'Others,' he said, 'went to the Philippines, Germany and Korea.' Finally, he promised to answer any questions I had by letter and he

gave me his phone number.

Morse's phone call opened the gates. I followed up the next day with a four-page letter in which I reiterated questions asked in 1980. Also, excerpted from my letter:

**Leonard Stringfield Letter to Morse on December 7, 1983:** 'Your testimony is important. Of course, I'll need back-up witnesses such as Dick Hall, so that credibility is established. ...Enclosed is a copy of *Status Report III*. Your report, Case A3, is on Page 9 with my comments about our correspondence problems. At one point, I wondered if you really existed, or if your letter was a hoax. So, you can imagine my relief when I heard your voice.'

Morse replied promptly, his letter post-marked December 14, 1983, included a map he sketched of the scene of action and a rough drawing of the body. (Answers to some of my key questions appear later in the text of this paper wherever the subject is appropriate.) Additional information came by phone, December 13, 1983. In this exchange, I got the names and ranks of the officers who were his interrogators at Wright-Patterson. These, he said, were obtained from a source still in the Air Force he preferred not to identify.

## December 14, 1983, Map of McGuire AFB and Ft. Dix Army Base, New Jersey, with Alien Body Sketch

UFO FLIGHT PATTERNS  
OBSERVED BY SCT. MORSE

Figure 4

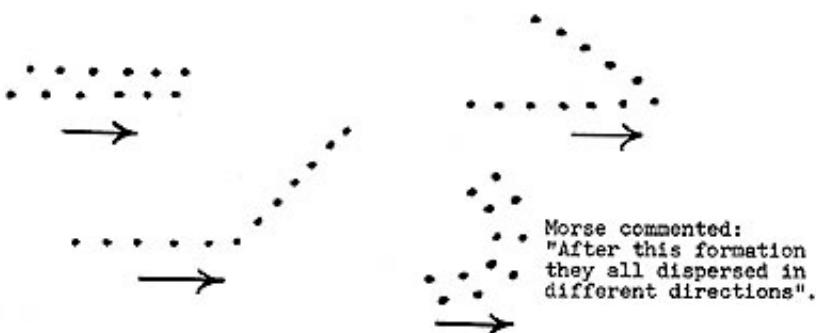
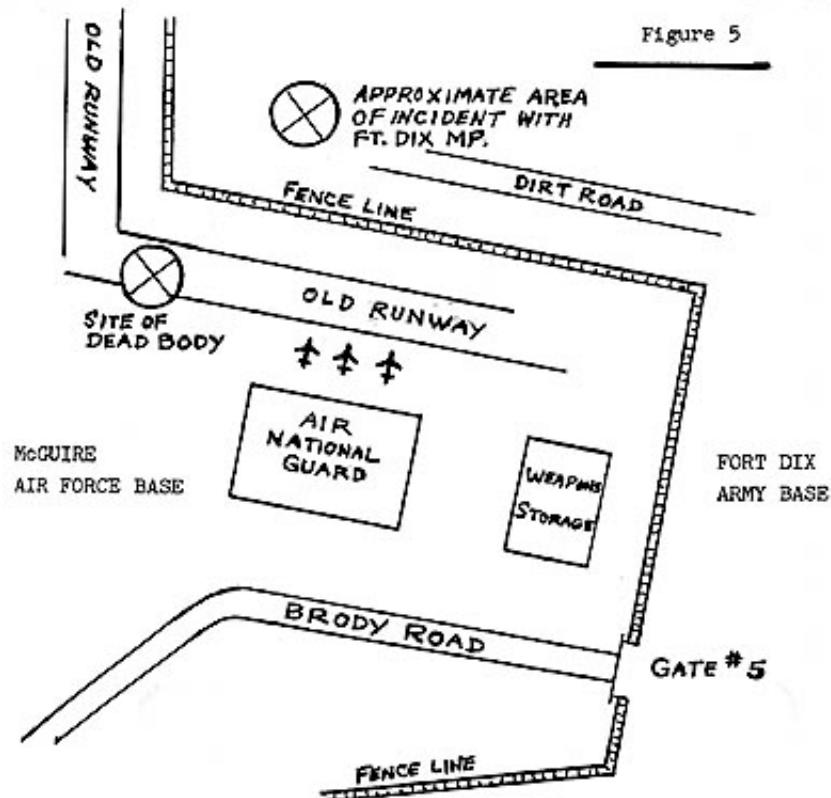


Figure 5



Rough sketch of corpse, lying face up, as witnessed by Morse from approximately 50 feet distance.

"I'm no artist," he apologized, "but it's my impression of something not human." He did not observe details of the face, hands or feet.

This drawing reached me by mail February 21, 1985. Of note, previous drawings, mailed January 30 and February 11, 1985, were never received.



With the Ft. Dix-McGuire case going from Square One to Square Two, my dialogue with Morse was not on a constant but cautious track, always mindful of surveillance.

The next event came as a surprise by certified mail postmarked December 23, 1983. On the flap of the envelope it said, 'Merry Christmas. I hope you like it.' Inside was a xeroxed copy of the Incident/Complaint Report (Form 1569) that Morse had hinted by phone he might be able to procure as important back-up. The Report was brief, but essentially contained the same story told by Morse. Prepared by Desk Sgt. WC and signed by 1st Lt. WS, it was channeled to Col. Landon, Commanding Officer of McGuire AFB; Brig. Gen. Brown, Hdq., 21st Air Force (at MAFB); and the Air Force Office of Special Investigations (AFOSI). It contained the names of the security policemen involved, including Morse, and the name of the MP assigned to Ft. Dix whom Morse later identified as the person having shot the alien intruder. See Figure 2, Incident/Complaint Report below, front and back pages.

**Above:** Front page, January 18, 1978 Incident/Complaint Report Form 1569, prepared by Desk Sgt. WC and signed by 1st Lt. WS, it was channeled to Col. Landon, Commanding Officer of McGuire AFB; Brig. Gen. Brown, Hdq., 21st Air Force (at MAFB); and the Air Force Office of Special Investigations (AFOSI). **Below:** Back page.

COMMANDER'S REPORT OF DISCIPLINARY ACTION TAKEN. (To be completed by the CO of the offender and the reverse side of this form indicates the disciplinary information is desired. Indicate offense in Item 4 and 5, if applicable, and sustain as required in Item 6. Passed through command channels within 10 days of receipt of the report. To facilitate known action, turn this side face up when returning correspondence through message center.)		BASE					
TO:	FROM:						
4. OFFENDER		5. GRADE					
		2. SSN					
6. ACTION							
ADMINISTRATIVE	NON-JUDICIAL	JUDICIAL	COURTS-MARTIAL				
	PUNISHING (Charges forfeited)	DISCIPLINE	PUNISHING COMPLETED	PUNISHING PENDING	PUNITIVE COMPLETED	PUNITIVE PENDING	PUNITIVE COMPLETED
7. DETAILS							
8. NAME AND GRADE OF COMMANDING OFFICER		SIGNATURE					
(CONT) Further investigation revealed that there was some kind of body found on our installation. Area was cordoned off and ECP set up. USAF clinic personnel advised and dispatched accordingly. Recovery team notified and responding. All necessary personnel have been notified. See further 1569's for more information. Investigation pending.							
C. J. W. C Flt. Deck Sergeant							

However, as agreed in our ensuing talks, I have deleted the names of the persons in the document. Also, to protect the persons named, as he later confirmed when questioned, Morse had opaqued out the social security numbers opposite each name in the report. 'These numbers are private,' he said."

## Part 3: *UFO Crash/Retrievals: Status Report IV - Fatal Encounter At Ft. Dix-McGuire*

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McGuire AFB and Fort Dix Military Reservation near Wrightstown, New Jersey, are near the U. S. Naval Air Station

in Lakehurst, New Jersey. The bases are about 45 miles east of Philadelphia, 50 miles south of New York City,

60 miles north of Atlantic City and 10 miles west of the Atlantic ocean. The Fort Dix / McGuire Air Force Base / Lakehurst Naval Air Station complex covers 42,000 acres.

**Leonard H. Stringfield:** "The document is avowedly not proof. For it to be established as bona fide would, in turn, require additional irretrievable reports, memoranda, tapes, ad infinitum. In this regard, however, Morse said on several occasions that he had attempted to obtain a later Form 1569 Report mentioned by the desk sergeant, but was unsuccessful. Nevertheless, the Incident/Complaint Report, as it stands, is a strong link of evidence not easily dismissed, even if denied officially or by any of its named personnel who might be coerced to do so. (Note 4: See Incident Complaint Report, Item 11, where the box for 'Unfounded' is checked. Inasmuch as 'Unfounded' suggests that the incident was baseless,

I asked Morse to explain this classification. He said that it referred only to the limited information available to his security police squadron, which was not in a position to evaluate the incident. Also note that the check in Item 13 indicates that the case was referred to 'Other agency' (AFOSI - Air Force Office of Special Investigations) for final disposition, including 'One body of unknown origin ...' released to other authorities. The security police squadron had no basis for any other 'Evaluation.'

Front page, January 18, 1978 Incident/Complaint Report Form 1569, prepared by Desk Sgt. WC and signed by 1st Lt. WS, it was channeled to Col. Landon, Commanding Officer of McGuire AFB; Brig. Gen. Brown, Hdq.,

21st Air Force (at MAFB); and the Air Force Office of Special Investigations (AFOSI).

The Genesis for Case A-3, as it is designated in *Status Report III*, is a taped rebroadcast over the Armed Forces Far Eastern Radio Network of an interview conducted by Charlie Tuna of KATZ, Los Angeles, July 28, 1980. I remember the interview well which concerned my UFO crash/retrieval probes at which time I was promoting *Status Report II*, published by MUFON. At the close of the interview, I gave my home address for listeners who might contribute information. By chance, Morse (with his new Security Police Squadron in Okinawa) heard it as did others in the U. S. Armed Forces in the Far

east. As confirmation of this, I have a letter of inquiry from a serviceman, D. N. Cook, stationed in Korea who mentioned the broadcast. (Letter on file.)

To establish how it all began is important, I believe, for it diminishes the chance that Morse might have acted in collusion with a Stateside hoaxter. Also, to verify that he was stationed in Okinawa, I asked questions about the island's terrain and its little-known offshore island, Ie Shima. His answers were right on target as I knew these islands well, having been there myself with the 5th Air Force in World War II.

For the incident itself at McGuire AFB, we have only Morse's word and his word only that it happened the way he described it, based on his recall of his own experience and observations. Other than the Incident/Complaint Report which produced names, no other person has responded to Morse's request for back-up testimony. One letter he addressed to another member of his unit on patrol went unanswered. Still another refused to surface to his request fearing for his career in the services. 'No way,' was the response.

Additional details about the affair came bit by bit based on specific questions by phone and letter during 1984, which are broken down for simplicity into categories as follows:

**1. The Humanoid Factor.** At varying times during his patrol duty, Morse was within 40 to 70 feet from the prostrate body on the abandoned runway #5. Never close enough to observe details such as facial features or its hands and feet, Morse did recall that under the glare of truck headlights the skin of the unclad, hairless body was wet, shiny and snake-like. As reported in his initial letter, the entity was about 4 feet in height with large head, slender torso, thin arms and legs, and overall was of grayish-brown coloration. Unquestionably it was not human and was however of humanoid stature, fitting the anatomical description so often heard from military sources who have made claim to having seen entities at crash sites and by a medical source who allegedly performed an autopsy on a specimen in the early 1950s. (Note 5: See Case A7 in *Status Report II*, 1980, which includes letter from medical source describing in layman's terms his observation of alien specimen. See also analogous description by a former CIA person in Case A6, same report.)

Always pressing for more detail, I once proffered the notion that the McGuire corpse could have been that of a wild animal, a deer perhaps, or an escaped ape from a military experimentation lab, or a zoo. To this Morse replied, 'No zoo nearby. We did have a problem with deer on the runway, but no one ever made such a big fuss over a deer.'

The only other anomaly that Morse attributed to the presence of the body was the strong smell of ammonia in the cold night air. I note here that the same odor also prevailed at the alleged crash site in Case A-2 of *Status Report III*.

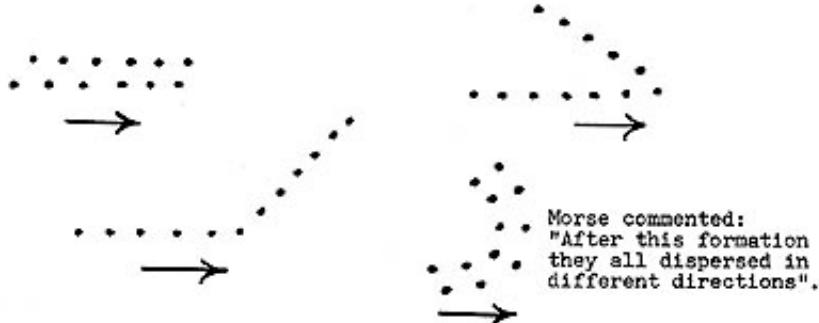
**2. UFO Reports.** Morse, who never sighted a UFO before or after the incident, was among many on duty who witnessed the bluish-green lights flying high and in tight formation over the adjoining Ft. Dix-McGuire bases. And in the Incident/Complaint Report is the confirmation of their flight by the radar operator, A/1C R, on duty at the airbase control tower. Also, he had learned from the state trooper and later from his desk sergeant, WC, that one of the UFOs had come in at

low level over the Ft. Dix MP's patrol car, causing temporary failure of his radio transmission. See below drawings of UFO flight formation and map of Ft. Dix-McGuire showing sites of shooting and location of body, based on sketches by Morse.

## December 14, 1983, Map of McGuire AFB and Ft. Dix Army Base, New Jersey, with Alien Body Sketch

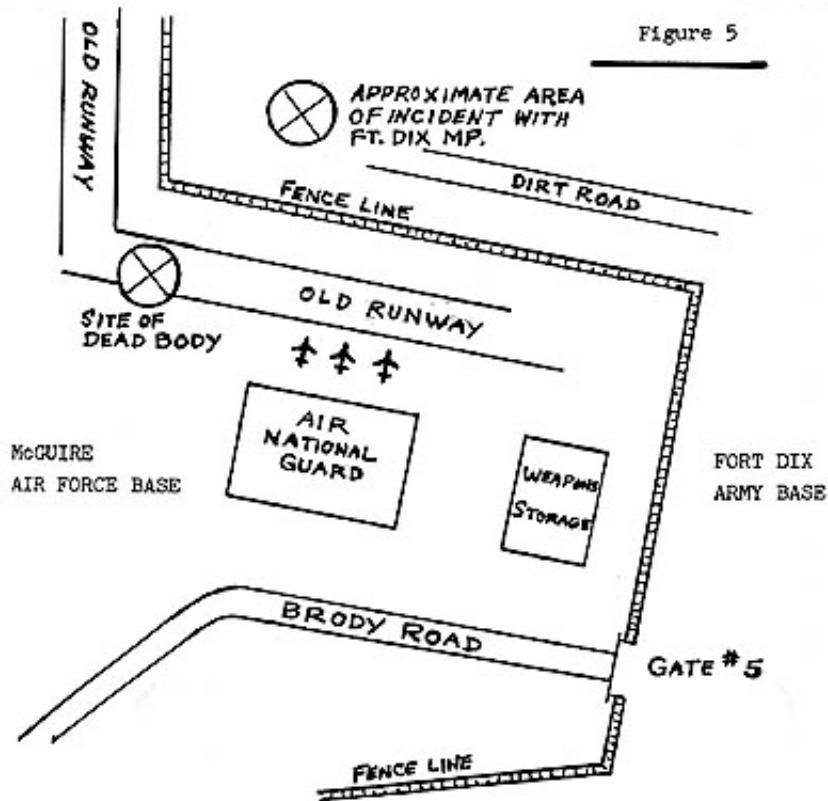
UFO FLIGHT PATTERNS  
OBSERVED BY SGT. MORSE

Figure 4



Morse commented:  
"After this formation they all dispersed in different directions".

Figure 5



Rough sketch of corpse, lying face up, as witnessed by Morse from approximately 50 feet distance.

"I'm no artist," he apologized, "but it's my impression of something not human." He did not observe details of the face, hands or feet.

This drawing reached me by mail February 21, 1985. Of note, previous drawings, mailed January 30 and February 11, 1985, were never received.



Although he never was able to see or talk with the Ft. Dix MP named JS, Morse did seek confirmation after his military service from the New Jersey State Police for their part in the incident. But he got nowhere and claimed the State Police would not cooperate. Also, attempts to locate the state trooper he met at Gate # 5 were futile. In this runaround, I recall Case A-8 in *Status Report III* where the police personnel involved in the 1966 Hillsdale-Dexter, Michigan, encounter were immediately transferred to new posts in the county and all records on their blotter regarding the incident were removed.

My search for UFO reports coincidental to the January 18, 1978, event indicates that mainly in the eastern part of the U.S.A. there was no national flap and no concentration of sightings in the New Jersey area at that time. A check into the reports collected and evaluated in the *International UFO Reporter* (CUFOS) for that time period show that 82 reports (according to editor Allan Hendry) were judged to be 'unidentifiable or inappropriate.' However, five were selected for review in the March 1978 issue of *International UFO Reporter*. Those occurred in Toledo, Ohio on January 23, 1978; Williamston, North Carolina on January 27, 1978; Key West, Florida on January 27, 1978; Montvale, New Jersey on January 31, 1978; and Peoria, Illinois on February 5, 1978.

The only case possibly akin to the Ft. Dix-McGuire encounter is the January 31 report in Montvale, New Jersey, which involved humanoids. This story was reported in the February 1978 issue of the *MUFON UFO Journal* with drawings of the entities, bearing little resemblance to the biped described by Morse. It was also fully reported in the April 1978 issue of the *International UFO Reporter*. Only because the encounter happened in New Jersey and within a reasonable time frame is it of relative interest.

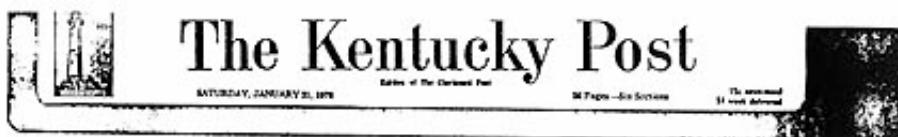
Another case occurring January 15, 1978, three days before the incident, involved a pilot, Roger K, and passengers flying in a Sundowner from Evansville, Indiana to Lunken Airport in Cincinnati, Ohio. I received the pilot's call who got my telephone number from the Control Tower, explaining that he had a harrowing experience 20 miles north of Louisville, Kentucky, at 5,500 feet when he observed two white lights. One was moving back and forth and the other was stationary. Watching the one object make a circle, he said that all of a sudden it headed for the Sundowner on a collision course. To escape its path, he dove 1,000 feet and watched the lights pass overhead and out of sight. Calling the Control Tower at Stanford Airport in Louisville, he heard they had received calls

from people in the area who saw a UFO.

In early January 1985, my hopes to get a back-up UFO report were heightened when a letter from Morse stated that he had traveled to Baldwinsville, New York, to see a friend retired from the U.S. Air Force, a former M/Sgt. HPS who had served in the 21st Air Force Headquarters at McGuire in the late 1970s. Morse said that he briefly mentioned the incident to HPS and learned that he recalled a night in 1978 when he took an urgent call from a C-141 pilot reporting a UFO while flying near McGuire. Morse said that HPS was vaguely aware of his incident and suggested I check further, giving me his address. I called HPS the day I got Morse's letter. HPS confirmed that he got the call from the pilot in 1978, which he said was 'quickly squelched.' But he could not pinpoint the date. 'Too long ago and I kept no records,' he said. He added, 'I don't recall a base alert, but the call I got from the pilot could have happened the same night of the other incident.'

While on the phone, I asked HPS about Jeff as a person. 'He was always friendly. I lived with my family on the base and he would often stop by in his patrol car and play with the kids. We got to know him well.' HPS added that he had no reason to question his honesty or sincerity. In my opinion, had Morse been a shrewd hoaxter, he could have inveigled someone else into adding spicy details to the incident instead of HPS, who in all honesty, provided little of real substance to support his case. But my call was worth the cost. HPS vouched that Morse was at McGuire AFB in 1978 and that he was a likable person.

The most significant event of UFO activity, pinpointing the exact date of January 18, 1978, is a report I received from a police officer, Ron Jones, while on duty in Erlanger, Kentucky. His UFO was a large lime green, egg-shaped object that flew erratically across Kentucky skies. Other reports of a green object were also reported that night in northern Kentucky and into Cincinnati, including one coincidentally that flew low over the home of the Jones family. It caused a moment of terror. The story made big news on the local radio stations and in the headline of the Kentucky edition of the *Cincinnati Post*.



## Expert finds Florence UFO story 'credible'

By David W. Brown

**T**HREE days in charge of reporting sightings of UFOs in northern Kentucky and Cincinnati says he believes the stories told by Erlanger Pd. Ronnie Jones and his niece.

"These are credible people. I have no reason to doubt that they saw an object in the sky that can't be explained," said Leonard Stringfield.

Stringfield, of Marlemont, Ohio, a DuBois Chemical Co. official, was named to head the new office of the Kentucky Division, No. 3, of the National Committee for the Investigation of Flying Saucers.

For a limited reason, Jones' niece was sent to him to be checked on if she had seen a UFO.

"I would classify her sighting as a Class Examiner of the First Level," Stringfield said. "She was telling him stories and details he had to tell to the national Ethical Research Center in Washington, D.C."

"It's clear to me that the first time I saw the object, I was not able to identify it," Jones said. "But the fact of it being there and the details he gave me, I believe he was telling the truth."

James C. Reavis, 36, Franklin, Tennessee, is sure he saw the same UFO that night, he said. He was driving home from Kentucky and decided to pull over to the side of the road because he saw a light in the sky.

"I saw it for about 10 minutes right before 8:30 p.m. and it was moving so fast, I was afraid it was going to hit me," he said. "I was scared to death because I saw it in the same place."

Today, it is estimated more than 100,000 people in the United States have seen the same thing," he told reporters. "This is the first time I have seen it in the same place."

Stringfield said the stories told by Jones and his niece are the only ones he has heard so far. "I have not heard any others," he said. "I am not sure if it is the same object."

"I am not sure if it is the same object," he said. "I am not sure if it is the same object."

Saturday, January 21, 1978, *The Kentucky Post* (regional edition of *The Cincinnati Post*.)

[Editor's Note: Entire text of *The Kentucky Post* newspaper article by reporter, David W. Brown:

"The man in charge of reporting sightings of UFOs in northern Kentucky and Cincinnati says he believes the stories told by Erlanger Pd. Ronnie Jones and his niece.

"These are credible people. I have no reason to doubt that they saw an object in the sky that can't be explained," said Leonard Stringfield. Stringfield of Marlemont, Ohio, a DuBois Chemical Co. official, was especially excited by the account of

Melody Harris, 20, of 6960 Shenandoah, Florence.

'I would classify her experience as a Close Encounter of the First Kind,' he said, adding data he is collecting from Melody and Jones will be sent to the national Unidentified Flying Objects Research Center in Evanston, Illinois. (UFORC)

For a technical reason, Jones's experience won't be classified as a Close Encounter. 'A Close Encounter of the First Kind must be within 500 feet and the object was apparently further away from the patrolman than that,' Stringfield said.

### **Up Close.**

'But the girl is another story. She apparently saw it up close - it was just above her.' Jones says the flight of the UFO was erratic. He said on the face of a clock, it plotted a course from 3 o'clock to 9, up to 12, down to 6 - roughly making the figure of a numeral '4.'

James E. Brown, 26 Franklin, Ft. Thomas, is sure he saw the same UFO while watching TV. 'I saw a flash out my living room window right before 9:30 p.m.,' said the 58-year-old Brown. 'It looked something like a shooting star, but much larger and differently shaped. I told my wife (Ellen), but she just laughed.'

Brown, a barber in Campbell County for 27 years, said he thought people would think he was nuts if he reported the sighting. 'But after reading your story Friday, I'm convinced now I saw the real thing,' he told reporter Tim Stein. 'It had to be the same UFO because I saw it at the same time.'

Jones's niece was playing in the snow outside her apartment with Jones's son, Ron II, 4, at roughly the same time. She described the object as green and in the shape of a light bulb. She estimated it was about (number not clear in reprinted newspaper article) feet above her and was the size of a car.

### **'Nothing to gain.'**

Melody said the object appeared to land somewhere in the vicinity of the Florence Drive-in, which is closed for the season.

Stringfield said UFO landings are reported to him almost as often as sky sightings. 'This may sound strange,' Stringfield said, 'but these things do come in for touch landings quite often.'

Story continued on Page 6:

Stringfield believes in UFOs. He says he has seen one and has talked to many people whom he thinks also have had Close Encounters. At the same time, he says many reports aren't believable. 'That's why it's extremely important,' he says, 'to determine the credibility of the persons making the reports.'

Stringfield says Pd. Jones is credible 'because he stands everything to lose, nothing to gain.' Jones has aid he has been ridiculed and laughed at since his sighting.

### **Wants Corroboration**

Stringfield also finds it encouraging that neither Jones nor Melody Harris have seen

the movie, *Close Encounters of the Third Kind*. [Editor's Note: Feature film by Director Steven Spielberg.] He says that helps their credibility. Although Stringfield expected the popular film to bring him a new rash of reports on UFOs, the opposite has actually happened.

He says he hopes to get more reports from persons who might have seen a green object in the sky Wednesday night. 'Sometimes it takes a few weeks for people to report these things. Often, people don't report them for obvious reasons of being laughed at.'

Stringfield agrees with Jones and Melody that the object probably was not a plane. 'These people live near the airport. A plane would not frighten them. And don't forget that little boy cried. He was really scared.'

Stringfield planned to interview Melody at length about her encounter Friday. He also was preparing for a tape session at his home for a program to be aired in the future by WLW-TV.

Nine-year-old Lisa Purnell called *The Kentucky Post* late Friday night to report her sighting of the egg-like UFO. 'I was looking out the window around 10 p.m.,' said the Ockerman Elementary fourth grader. 'It was green, with flashing lights, and an antenna on top.' Lisa is the daughter of Edward and Uvonna Purnell, 28 Grand Avenue, Florence. Edward is a self-employed contractor."]

**Leonard Stringfield:** Of pertinence in this event is that the UFO was green as were those observed by Morse. Despite a variance in shade perhaps, in my research green is among the least common of colors in the spectrum reported for UFOs. Most often reported is white, yellow, orange and red. Considering that Erlanger, south of Cincinnati, is as the crow flies a short hop for a UFO to New Jersey, the two events might be plausibly linked."

Continued in **Part 4** - Alien Retrieval Operation at Ft. Dix-McGuire

## FINAL Part 4: *UFO Crash/Retrievals: Status Report IV - Fatal Encounter* At Ft. Dix-McGuire

© January 1985 by Leonard H. Stringfield

"[After the shooting of the non-human entity], taking command was a new and unfamiliar team of Blue Berets that suddenly descended onto the scene, just moments after the runway had been cordoned off. With speed and efficiency, 'they took over,' he said, 'and when asked who they were, we were told nothing and ordered to stay outside the ropes.'" - Source: USAF Security Policeman, McGuire AFB, New Jersey



McGuire AFB and Fort Dix Military Reservation near Wrightstown, New Jersey, are near the U. S. Naval Air Station

in Lakehurst, New Jersey. The bases are about 45 miles east of Philadelphia, 50 miles south of New York City,

60 miles north of Atlantic City and 10 miles west of the Atlantic ocean. The Fort Dix / McGuire Air Force Base / Lakehurst Naval Air Station complex covers 42,000 acres.

**Leonard H. Stringfield:**"3. The Retrieval Operation.

It was maximum security, said Morse, who alone in his patrol car received word by radio that a state of alert was in effect at McGuire AFB as a result of the shooting incident. He was ordered to Gate # 5 to answer the request of a state police officer who had been 'running code' with the MP during his encounter at Ft. Dix and wanted admission to the airbase. Morse was ordered to 'comply,' but when the trooper wanted to get closer to the runway he was not allowed to do so, and he was angry. On orders by radio, Morse was told that all personnel - including other members of his security police unit and Morse - were restricted from entry into the roped-off zone. [After the shooting of the non-human entity], taking command was a new and unfamiliar team of Blue Berets that suddenly descended onto the scene, just moments after the runway had been cordoned off. With speed and efficiency, 'they took over,' he said, 'and when asked who they were, we were told nothing and ordered to stay outside the ropes.' Perplexed by this covert action, Morse noted that all of them were staff sergeants and up, wearing fatigues without patches or insignia. And for headgear, he said, 'they wore blue berets just like mine.'

In one letter, Morse vaguely speculated they were 'undercover cops' and by phone he said he felt certain 'they' were stationed somewhere at McGuire to account for their quick deployment to the runway. In support of this, when asked if helicopters were seen or heard overhead or landed on or near the scene, his reply was negative. This, it seems, would rule out any notion that they had been transferred from an outside base. It also strengthened his belief and mine that a UFO had not crashed or been disabled nearby requiring close tactical air support. But what of a landed craft, perhaps one that touch-landed earlier at Ft. Dix? Could it have deployed one or more of its kind to perform a duty, forever unknown, at one or both of the adjoining military installations? The book, *Clear Intent* © 1984 by Lawrence Fawcett and Barry Greenwood published by Prentice-Hall, relates many reports of UFO surveillance over airbases in 1975-1976 and I know of many more hidden under the lid of secrecy.

At McGuire, once the sensitive area had been roped off and ECP (Entry Control Point) was established, a generator unit was brought in for better lighting. At least a dozen men, said Morse, armed with M-16s were assigned to guard at the ropes and no one was allowed to enter except the base commander, the security police squadron commander, 1st Lt. WS of the security police squadron, and a base photographer.

While on patrol, Morse watched the Blue Beret specialists spray the corpse from a portable tank and cover it with a white sheet. Before daybreak, the body was carefully placed onto a platform and a wooden frame built around it. This was finally placed into a large square silver metal container about 10 x 10 feet with undistinguishable blue markings.

Before going off duty, Morse and others watched the silver box forklifted into a C-141 which arrived about 7 a.m. from Wright-Patterson AFB (identified by special markings) and later at a distance, he said he watched the plane and its secret cargo soar aloft into limbo, presumed destination was Dayton, Ohio.

For Sgt. Morse and others of the Blue Beret regulars at McGuire AFB, it was far from

over when the C-141 with corpse took off. Two days later he and three others he named were also on a C-141 on orders to report to Wright-Patterson, the base of many sancta. The setting at Wright-Patterson was like that of a court martial. There were a table and chairs in an unadorned room which Morse described as follows: 'While there, we were all together except for actual interrogations. Mine had two men, one apparently a civilian with pipe and beard who never spoke. At one point, there were three men. One played nice guy and one mean guy, plus the silent civilian. All they wanted to know was the nature of the incident, what I knew and then told me about my duty to keep my mouth shut. ...I signed a form and it is supposed to bind me for life.'

Never once, as Morse recalls, did any of the interrogators offer information or an explanation of the incident. Nor did anyone ever refer to the retrieved dead body or suggest that it might have been of extraterrestrial origin. Said Morse: 'They beat around the bush. All references to it were indirect.' The day after the interrogation, Morse returned to McGuire AFB, was debriefed by his Commanding Officer, Lt. Col. FM, and released for normal duty. The incident, he said, was not discussed again by anyone as though it never happened.

The names of the officers at Wright-Patterson, including a Brigadier General who Morse had confirmed by a source still in the military, have been known to me since our first telephone chat. Although I agreed not to publish these names in respect to security, I did insist they be authenticated by someone other than myself in order to give credence to the case. With permission, I gave the names to Richard Hall, who had access to such records at the Library of Congress.

For the most part, his time and effort were not in vain. Although the U. S. Air Force Register for 1978 was 'off the shelf,' he said he was able to find in the 1979 edition a status entry for each officer - except one: a Colonel B who Morse had said played the 'bad guy.' Hall speculated that Colonel B might have been with the CIA, but according to Morse, all the officers including the questionable Colonel were in civilian clothes. Each was identified with a name plate showing his rank in parentheses. Whatever the Colonel's role, we are left to conclude that the silent, bearded man with a pipe who - according to Morse was without a name plate - might have been with the CIA or another covert agency. To stem any suspicion, I had Morse check a picture of Dr. J. Allen Hynek, well-known for pipe and beard. His comment: 'Some similarities, but my man was about 50 and his beard was flat, not a goatee. Don't think it was Hynek.' (Note 6: On my suggestion, Morse obtained a copy of the Feb. 1985 issue of *OMNI* magazine which featured an article about Dr. Hynek with current pictures. Oddly, a letter sent to Morse on January 12, 1985, with various enclosures - including pictures of Dr. Hynek vintage 1978 for his comments - was never received.)

For the record, the officers at McGuire were also checked out and confirmed, but unfortunately as Hall explained, the assignments for the time and place of the Wright-Patterson officers were not obtainable in the U. S. Air Force Register nor in any other immediately available record. Also, it was disappointing that there was no direct way to check on the enlisted men named in the Incident/Complaint Report without having the identification of a social security or military serial number.

#### 4. Surveillance?

Morse believes that his problem of living under the burden of surveillance began with his first letter to me from overseas. If we can assume for a moment that Morse's story is true, then we can also assume that such UFO-related military incidents are safeguarded by any means necessary to maintain optimum secrecy. Thus, Morse was a risk and had his mail monitored. Needless to say, at this point when his breach of security was discovered, his mail and perhaps mine in 1980 suffered interference which led to his having visitors with warnings.

An example of bugging Morse psychologically and/or electronically occurred January 12, 1984, when I called him and got only 'yes' and 'no' to my questions. In his letter written the same day to explain his evasiveness, he said:

**Morse Letter January 12, 1984:** 'Sorry for waiting so long on reply to your letter. ...There was a Government car on the street the day I got it. I don't think it's related, but I don't want to take any chances. ...I don't know if it (surveillance) is relaxed anymore or if it ever was. ...I must also mention that we had much trouble with our phone in the past two weeks and several different repairmen have corrected the same problems each time. That is why I hesitated to speak to you today on the phone.'

**Leonard Stringfield:** It is no wonder that Morse might have had some second thoughts about reaching me until 1983. But, his affairs were not to get better.

In early 1984, I had expressed my desire again to visit Morse, but this overture fell short when he announced in March that he planned a visit to the West Coast. While there, he said he hoped to see someone who might provide the back-up information I needed. Seven months passed, again in silence.

Finally on October 4, 1984, he answered my letter of September 4, and said briefly that he had a new problem. This time it was related to his application for a position in law enforcement with a Government service. Commented Morse, in part: '...the Government is giving me a hard time. ...First, they would not let me have the job. I took them to Federal Appeals Court and they were ordered to hire me. They're appealing the decision. I guess we know why this is happening. ...'

Later by phone in December 1984, I was to learn that Morse had received a call from an attorney in the Justice Department (name on file), who stated during their discussion on Morse's employment: 'Your acquaintance with Mr. Stringfield did not help!'

Then, by a December 31, 1984 letter, Morse wrote:

**Morse Letter December 31, 1984:** 'I was approached by a person wearing a black suit in my parking lot who mentioned things might go my way if I deny this incident (McGuire alien shooting). I just received notice by registered mail that the Department of Justice has decided to make me eligible for hire. I feel these two things are related.'

## 5. Analogy: The Ellsworth Case.

In a James Bond movie, we all can recognize James Bond. But in UFO research we

cannot always identify the real Bond from a bogus Bond. For certain, however, intrigue is highly visible in Bond of fiction and in some areas of UFO research, especially in the sensitive area of crash/retrievals. While Morse's disclosures might seem fictitious, there is one parallel case of violence that probably is just that - fictitious - and it deserves a hearing in this report. This one is known as the Ellsworth Case because the missile site where it allegedly occurred is under the command of Ellsworth AFB near Rapid City, South Dakota.

The story begins with an unsigned note directed to the *National Enquirer* on January 29, 1978. It reads, in part, as follows: 'The incident stated in the attached report actually occurred. The U. S. Air Force appointed a special team to investigate the incident. I was one of those individuals. I am still on active duty and so I cannot state my name at this time. ...the incident occurred on 16 November 1977 ... was classified Top Secret 2 December 1977. At that time, I obtained a copy of the original report. ...."

At the *National Enquirer*, reporter and Ufologist Robert Pratt and a team of fellow reporters first thought the letter was a hoax. However, when they made a number of calls to Ellsworth and Rapid City to find that the men named in the report existed, they decided to fly to the site for a firsthand investigation. The case quickly collapsed. By the time they finished their interviews with all concerned in the report - with the help of Ellsworth's Information Officer - and checked on each person's story, they were convinced that the incident was a hoax. Never published in the *Enquirer*, the story was scrapped until it was revived by some UFO enthusiasts circulating rumors that it was true and cleverly covered up. To put it to rest, when Pratt was editor of the *MUFON UFO Journal*, he published his 'Anatomy of a Hoax' in the January 1984 issue.

The Ellsworth case, although its Incident/Complaint Report predates the Ft. Dix-McGuire encounter, differs appreciably in that its source was so slipshod in handling of easily checkable facts about the personnel. Says Pratt in his exposé, 'We found more than 20 discrepancies or errors in the report - wrong names, numbers, occupations, physical layouts and so on. ...It would be easy to say the Air Force falsified numerous documents, muzzled everyone on the base, published a phony high school yearbook. But that is highly unlikely. We spent a total of 44 man-days investigating this at a cost of more than \$15,000. We had no doubt that the incident in the so-called report never occurred.'

Morse, who has survived all of his ordeals since his story was published in *Status Report III*, remains openly agreeable to the investigation of his case. Cooperatively, he did not question my challenge to have the officers names at Wright-Patterson or the personnel at McGuire checked out. He welcomed the chance to meet and be interviewed on all issued by one of my more critical colleagues, Richard Hall.

For the record, Morse was made fully aware of the Ellsworth case with a xeroxed copy sent to him for appraisal. He replied that the terminology used was pretty accurate, noting: 'The form you see is probably a back office copy. It could have been rewritten.' In a later comment he said, 'Without firsthand information, the case doesn't mean much.' In short, what Morse was saying was, 'Where's the source?'

## 6. Jeffrey Morse: The Person.

In the Ellsworth case, the informant who never surfaced was remiss with facts in his

Incident/Complaint Report. In the Ft. Dix-McGuire case, however, its bedrock of strength is not wholly reliant on the report, which was obtained for him by another source in his squadron. It is Jeffrey Morse himself. It is the Morse who once wrote to me: 'The public should know the truth.'

Through many letters and mostly by phone, I got to know Morse as amiable, bright and alert and inclined toward reticence, never resorting to glib, idle chatter. When questioned on critical or touch issues, he was trigger-quick to respond in convincing detail. But in the main, he always spoke guardedly, revealing little personal emotion over his dramatic experiences. Sometimes I felt that behind this stoic reserve and his admission that he did not have answers to many of my questions, he might have known more than he was saying. Above all, however, Morse never once contradicted himself with the information he chose to offer.

From experience, I knew all along that my one-to-one contact with my key source who would remain anonymous to research was not sufficient. I also knew for good reasons that my time to get a second witness with an objective appraisal was running out.

Foremost in mind was the 'deal' proposed to Morse by a stranger in a parking lot which, if affected, could possibly stall or even prevent any further contact. Also, having selected Case A-3 as my topic for the MUFON symposium in St. Louis, I had no time to spare. My deadline for final copy was March 1st. Phone calls brought quick results. Morse and Hall met January 13, 1985, at a mall near Washington, D. C. Hall - with finesse in the role of playing 'devil's advocate,' agreed that the character of Morse was of greater importance than rehashing the details of the incident. In this manner, Hall watched and listened. Following are comments from his letter dated January 13, 1985:

**Richard Hall Letter of January 13, 1985:** 'I did not pursue any hard line of questioning, mainly wanting to gain his confidence and form some impression of his credibility. I broke the ice by showing him the typed list of name checks which we discussed for awhile and he spoke easily after that. ...Personally, A-3 was well-groomed, friendly, relaxed, calm, articulate. He spoke confidently and without hesitation in answer to questions and did not come across at all as someone who has concocted a tall tale and might contradict himself or get caught in some sort of trap if he weren't careful. He showed no mannerisms that would betray any obvious psychoses or 'hang-up.' Other than a healthy dose of disdain for authorities for which he apparently had good reason, he did not have any obvious axe to grind.'

'He explained his personal situation and repeated to me what he told you in case he suddenly denied the story. ...He professes not to be interested in UFOs and that he put the experience behind him without any lingering trauma. ...Overall, I detected nothing in his manner or story to cause skepticism. To the contrary, he seemed very credible to me. He also spoke easily about his family and relatives toward the end of our interview, and was not at all 'full' of the story and wanting only to talk about it - no obsession. Pending further investigation, I would tend to give him very high marks. I kept a mental picture of other possible explanations, but they did not fit his image, style or demeanor.'

#### SUMMARY COMMENTS

**Leonard Stringfield:** In bringing my report to a close, I recognize the need for more

information about the shooting episode at Ft. Dix and the nature of the body retrieved from McGuire. But for the moment, the testimony of the one and only available witness must carry the so-called burden of proof. Hall's informative meeting and my many exchanges by letter and phone certainly establish a strong base for Morse's integrity.

In closing, I must note that in character with his downplaying of events, Morse never once stated to me that the entity he saw, despite its alien anatomy, was of extraterrestrial origin or that it might have come from one of the UFOs he saw overhead on that fatal night of January 18, 1978.

At this point, with so much at stake on the testimony of one witness, we must go beyond the anecdote and the support data and take a closer look at the witness himself. What kind of person is Jeffrey Morse? Born September 10, 1958, he was 20 years old at the time of the incident. After high school he attended various universities taking prep courses, finally majoring in computer science. A Catholic by faith, he attends church regularly and in keeping with his interest in law enforcement, he is a member of the Fraternal Order of Police. Among his hobbies and for recreation, he is into video taping, foreign languages, plays softball, touch football and is a coach in youth sporting activities.

Morse is not a UFO buff. He is not aware of most UFO events or nationally known researchers and authors. To this end, I submitted fifteen names to him for his comment, but he could not identify any one of them. When I mentioned this detail to one of my more perceptive contemporaries, he remarked, 'You should expect this kind of pretended ignorance from a plant setting you up with false information.'

A point indeed, but it's a weak point. I know of no good reason for an undercover agent to continue to play games long after his story was published in my 19892 Status Report. Certainly if it were contrived to expose my gullibility and thus, discredit my work, why have the conspirators not unleash their stooges to flaunt their spoils of triumph by now? Moreover, Morse knows that I have no intention to present his case in this paper as proof.

*Status Report IV* is purely an analysis of events encompassing one case worthy of serious review. I believe the data I present here offer substantially more than other encounters or retrievals published in my series of status reports. Significantly inadequate by comparison is the Nellis AFB affair in 1968 in Case A-5 *Status Report II*, and the Lumberton (or Wilmington), Ohio, skirmish in Case B-13 of the same paper and updated on Page 44 of *Status Report III*. The only commonality it seems is that they all carry a burden of proof as do all cases in UFO lore!

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Since 1982, new sources have emerged and vanished on the horizon of my research, none worthy of a monograph. I think Jeffrey Morse's case is special and, if we like to ramble in our thoughts seeking answers, or feel inclined to speculate into the shadowy realms of intrigue, perhaps there is another side to secrecy - the side that occasionally leaks the truth for the simple reason that it is long overdue."

## USAF and U.S. Army Replies

# to Leonard Stringfield's FOIA Requests



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 436th AIR BASE GROUP (MAIL)  
MCGUIRE AIR FORCE BASE, NEW JERSEY 08841

1 FEB 1985

Leonard H. Stringfield  
4412 Grove Avenue  
Cincinnati, Ohio 45227

Dear Mr Stringfield

Reference your Freedom of Information Act request dtd 9 Jan 1985, there are no records pertaining to a UFO incident occurring at McGuire AFB on January 18, 1978. DD Pms 1569 do not exist for that period as they were destroyed in January 1982 per APR 12-50, Vol II, Table 125-1, Rule 1; no record of destruction is on file, because they are not needed when disposing documentation.

Sincerely

*Theresa J. Colby*  
THERESA J. COBY  
Freedom of Information Act Manager

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DEPARTMENT OF THE ARMY  
HEADQUARTERS US ARMY TRAINING CENTER AND FORT DIX  
FORT DIX, NEW JERSEY 08840  
1 February 1985

OFFICE OF THE PROVOST MARSHAL

Mr Leonard H. Stringfield  
4412 Grove Avenue  
Cincinnati, Ohio 45227

Dear Mr. Stringfield:

In reply to your request of January 9, 1985 pertaining to a UFO incident which occurred on or near the Fort Dix military installation during January 1978, this office can locate no record to substantiate the authenticity of such an event.

The Military Police have three different forms used for record keeping purposes. They are the MP Blotter(DA Form 3997), MP Journal(DA Form 1594) and the MP Report(DA Form 3975). At inclosure 1 I have attached an extract copy of a page from Army Regulation 340-18, the prescribing directive that we use to maintain and destroy filed documents. MP Blotters and MP Journals are filed under file number 509-16 which has a retention period of five years. MP Reports are filed under file number 509-15 which also has a retention period of five years. If the incident occurred in 1978, any documentation would have been placed in an inactive file in 1979 and held in storage for five years, then destroyed in January 1984. At inclosure 2 you will find a copy of the document which transferred 1978 files to our Records Holding Center. It also shows when the documents were to be destroyed. Due to the volume of files maintained by the US Army a destruction certificate for individual documents exists only for classified material. None of the documents I have mentioned held a classification.

A question may arise in reference to file number 509-15 which states that special categories of MP Reports are to be transferred to the National Crime Records Center. Those special categories refer only to criminal activity and would not include a UFO incident.

In your letter you referred to Form 1569, Incident Complaint Report. This form is used by the US Air Force and is their equivalent to our MP Report. I called the Security Police at McGuire AFB and was told that they also have a five year retention on that form, thus it also would have been destroyed in January 1984.

If I can be of further assistance, please feel free to contact me.

MARCIA A. PASIERB  
DA Civilian, GS 09  
Administrative Officer

COPY FURNISHED:

AC, ATTN: Mr. Baronowski

## **Part 1: UFO Crash/Retrievals: Status Report V - Is The Cover-Up Lid Lifting?**

**© January 1989 by Leonard H. Stringfield**

*"Former military sources, with information about witnessing a special movie showing deceased alien bodies, surfaced in the late 1970s. ... A close friend of astronaut Ellison Onizuka revealed his (astronaut's) interest in UFOs ... after one of his visits to Wright-Patterson AFB. Onizuka admitted he kept an open mind on the subject and added that his curiosity was aroused when he and a select group of U. S. Air Force pilots at McClelland AFB in 1973 were shown a black-and-white movie film featuring 'alien bodies on a slab.'" - UFO Researcher, Chris Coffey*

### **PROLOGUE**

"At this writing, many issues of controversy hang over UFO research. Some have caused bitter differences between team members; some can backfire and smear the image of objective research itself. In the middle zone, trying to avoid the 'people' problems, I feel the urgent need to continue my probes into one basic issue - UFO crash/retrievals.

In this endeavor, once we can see through the specter of disinformation and find convincing evidence - or proof - that UFOs are not-and-bolt vehicles with an alien crew aboard, I believe that serious researchers can then go forward to disregard all the other wispy issues and maybe even put a stop to the disruptive noises coming out of the woodwork from the far-out fringe.

Ideally, with the media supporting the demands for 'bottom line' facts from a strong phalanx of the scientific community, and perhaps some politicians, the UFO cover-up lid might melt or at least change allowing for some admissions and disclosures.

By confirming any one case of an alleged UFO crash and recovery such as Roswell, Aztec, Kingman, El Yunque or even Brown County, Ohio, might alarm the world public, or even demolish some of its cherished traditions and philosophies. It could also lead to an eventual sharing of alien technologies such as a new propulsion system for inner and outer space travel or new 'metals' and many other marvels. Certainly it would bring public support for NASA and a bigger budget for vital space probes. More importantly, we

might learn about the alien entities themselves, their intent for being here and an explanation for some of their incursive actions - such as abductions!

Even at this short-of-proof stage, the UFO crash/retrieval story still unfolding, I believe, should be public information - unless the full UFO story is too exotically grim to tell. In that case, I reserve judgment.

Feeling confident, I submit new data, based on my research and the cooperative work of others, for open review.

## VERITAS VINCIT

Leonard H. Stringfield  
December 7, 1988

### **PART I: THE QUIET OF DUSK ...**

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As we close out the decade of the 1980s, new public interest in UFOs, it seems, is surging. Some of it probably is the trickle-down from new books on the market, but for the most part, new and old researchers alike are being spurred by recent revelations of official cover-up amid some sobering reports of human encounters of the first, second, and third kind.

Perhaps already an established fact is the climactic close encounter of the fourth kind: contact with an alien race. Based on rumors, contending that a covert human-alien relationship has been in effect, and of late, more rumors that tell of a ruptured 'alliance,' we must not only pause and wonder about the magnitude of a colossal cover-up, but the implications of an eventual *open* contact - even if it were on terms of peaceful co-existence. Any other alternative staggers the imagination! But, getting down to Earth, as we once knew it, we must also pause and ask in all seriousness: Where's the *proof* that a spacecraft exists? Or, for that matter, that a cover-up exists?

A seemingly stupid question when we hear so many lurid tales about abductions, alien underground installations, genetic manipulation, animal and human mutilations, of American and Russian satellites exploding in space, of alien artifacts on the Moon and Mars, of dire predictions of the world's end. And yes, even to a lesser degree, we hear about UFO crash/retrievals. Once a blockbuster to research in the late 1970s and early 1980s, a crash story in 1988 was no longer big ufological news.

As I weigh all the reports, or rumors - mindful of misinformation - I still maintain that it is in C/R research that we might find our elusive proof. Once the hardware and the crews, cadaverous or alive, are forced into public view, then we might find credibility for some of the other postulates and be in a better position to espouse endless hypotheses. Since presenting my paper, *The Fatal Encounter at Ft. Dix-McGuire: A Case Study* at the Mutual UFO Network Symposium in St. Louis, MO in 1985, and pursuing some leads in that case to little consequence, I have remained relatively quiet on the literary front. New C/R reports from time to time have surfaced since 1985, but most were secondhand or of the 'Cheshire Cat' variety, providing scant information. What I had, with a few exceptions, were not up to Roswell caliber and these cold wait until ...

August and September of 1988. Then in the quiet of dusk, the valley of my research suddenly hit a peak. As Dick Hall, the author of *Uninvited Guests*, Aurora Press, 1988, commented: the 'thermostat' (by official orchestrators) seems to be turned up. During this time, ten new sources emerged - each promising that useful information about UFO crash/retrievals would soon follow. By the end of November, most promises were filled - some were firsthand reports and some second. But more importantly, some provided new backup information for cases cited in my previously published stats reports. Most rewarding was the timely emergence of persons serving in covert positions with substantive information in key areas of my work. Reflecting back, I see in them parallels to the medical sources in 1978 who surfaced and shared graphic descriptive anatomical details of the alien body for release in *Status Report II, The UFO Crash/Retrieval Syndrome*. [To be reprinted in future Earthfiles.] As a matter of record, this prototype information remains to this day analogous to most reports of alien encounters and is much like the computerized rendition shown in October 1988 on the TV documentary, *The UFO Cover-up*.

Proof? Of course not. Getting close to it? Perhaps. And yes, I'm aware of the adroit arts of misinformation. While I see no evidence of devious game-playing in my current input, nor in some of the material received in the later 1970s and early 1980s, I am aware of another recent suspect annoyance where my name was in blatant public view by a tabloid, the *Weekly World News*. In its September 20, 1988, issue, I was headlined as an 'expert' having the inside scoop on an alleged alien underground facility in Dulce, New Mexico. Bunkum! Fact is, I have no such scoop news, but I have heard the rumors about Dulce and the one in Nevada and others.

Triggering the tabloid article was a story published in a county weekly newspaper who had covered my talk on UFO crashes at the Milford Public Library near Cincinnati in April 1988. The *Weekly World News*, however, in picking up the story and my brief reference to Dulce, ignored my statement that such reports could be misinformation. Was I being set up, as some researchers wondered, as a target for ridicule? In this case, for the record, I doubt it, knowing the unscrupulous behavior of the tabloids.

Alert to the risk of tabloid exploitation and official machinations that try to maintain secrecy, one treating a sensitive subject like C/R must also expect the unexpected from even 'friendly' quarters. And most often, unexpectedly, from out of the rank-and-file of research comes the sudden strike of a cobra or a 'loop' of such snakes-in-the-grass who try to take one's work and credibility to task and make a big stinking mess of it. Reasons might be many. Is it simply arrogance and a thirst for fame or power? Or is it the work of the orchestrators who pick and choose their lackeys? Whatever the reasons, I have felt their sting since I presented my first paper, *Retrievals of the Third Kind* at the MUFON Symposium in Dayton, Ohio in 1978. while most of these early adversaries have faded away, little loops persist who employ subtler ways to undermine my work.

Haunting me still is a remark by a loop kingpin averring that all my case histories published in my series of Status Reports were 'fairy tales,' thus of no substance. Drawn into his loop is a pundit, a prominent writer in UFO media, who having belittled my work since 1978, has worked well into the scheme. In later years, through his editorial controls, whenever C/R was an issue, my work was simply snubbed. More recently, still another in the loop told a mutual correspondent that my investigations have no depth and that I'm a good subject for misinformation.

Obviously, sad to say, these loopers have not done much 'investigation in depth' about my *modus operandi* or have taken into consideration the lack of funds at my disposal to follow up hundreds of leads coast-to-coast. Also, it is beyond my comprehension how some of my contemporaries can entertain the notion that I have gullibly accepted as valid, or *bona fide*, every item of C/R material published in my papers. Once again, for the record, the purpose of my Status Reports is to draw in *new* sources with *new* information that could either strengthen a case or give reason to drop it in the circular file.

It's true that some of the best made plans go awry and it's true that some entries in my monographs have obvious weaknesses. Some, based on new information, have become questionable. Example is Case A-2, *Status Report III* ([o be reprinted in future Earthfiles]. However, the mainstream material from early sources remains solid and one, I thought, that deserved a full investigation was the Ft. Dix-McGuire case which has become stronger from *new* information and *new* sources. Someday, perhaps for the record, I might write a special paper updating the status quo of my published case histories.

While the mid to late 1980s did not produce any substantial Crash/Retrieval case histories worthy of a monograph, except the Ft. Dix-McGuire affair, it was not devoid of high points.

#### **CASE 1) Pickled Alien Body in Pentagon Glass Tank, 1952**

While attending the MUFON Symposium in St. Louis in 1985, Raymond Jordan, a MUFON investigator gave me a confidential lead to follow up involving a lady who had worked at the Pentagon in 1952. He said she had seen an alien body 'pickled' in a glass tank in an 'Off Limits' room. By mistake, she had entered the room, was promptly nabbed and forced to sign papers swearing her to secrecy. When I reached the lady, who was still employed by a government office, she said: 'I know what you're talking about!' Then she added, 'But, I can't talk.' I suggested she communicate by other means to which she replied, 'No. I don't want to talk about it at all.'

#### **CASE 2) Marine Guard At "Disc-Shaped Vehicle," 1963**

Thanks to Michael Johnstone, a California researcher, who did some good research spade work, it was arranged for me to talk with a former marine who claimed in 1963 that he stood guard at an undisclosed military base which housed a 'disc-shaped vehicle with ovoid cross section, 40 feet across and 13 feet thick at the center.' A more detailed description of the craft appeared in my article, 'The Chase for Proof in a Squirrel's Cage,' published in the British book, *UFO's 1947-1987*. The marine, who signed a security oath, said that he guarded the secret premises for two weeks while a technical crew, speaking in code, tried every known means to gain entry into the craft, including a laser device. Once he said he observed that it deflected off the curved side of the craft into the rafters causing some damage. 'The public should know the truth about UFOs,' the ex-marine told me. But I felt he knew more than he had cautiously related and would not budge in disclosing the name of the base.

### CASE 3)

#### Astronaut Says He Saw B&W Film of Alien Bodies On A Slab, 1973

Former military sources with information about witnessing a special movie showing deceased alien bodies surfaced in the late 1970s. These were published in my *Status Report II* (See Cases A-4 and A-9). [To be reprinted in future Earthfiles.] The viewing of the film was always behind doors and the viewers were few. Then in 1985, Chris Coffey of Cincinnati, Ohio - a close friend of astronaut Ellison Onizuka - revealed to me that she had asked him when they met after one of the astronaut's visits to Wright-Patterson AFB, about his interest in UFOs. Onizuka admitted he kept an open mind on the subject and added that his curiosity was aroused when he and a select group of Air Force pilots at McClelland AFB in 1973 were shown a black-and-white movie film featuring 'alien bodies on a slab.' In his state of shock, he said he remembered saying aloud, 'Oh, my God!' Chris knew of my work in C/R and had arranged for me to meet Onizuka to discuss UFOs after his scheduled flight on the space shuttle, *Challenger*. As it turned out, fate intervened when the shuttle exploded.

### CASE 4)

#### Retrieval of Crashed Disk in Mexican Desert, 1948 or 1949?

With the confusion among researchers over the number, dates and locations for several alleged UFO crashes on the Texas border with Mexico, and in Mexico, Tom Dealey - who heads the MUFON team in Texas - wrote to me in February 1988 the following excerpts:

**Tom Dealey, Texas MUFON:** 'Shortly after returning from Washington (MUFON Symposium), my group was challenged to look into the El Indio-Guerrero case that is briefly mentioned in the MJ-12 document. ...I'm writing to ask if you can give us any details or rumors beyond what is printed in your papers. ...I have gone through your works and made copies of everything that might be related to the El Indio case.'

My response by letter on February 12, 1988 was:

**Len Stringfield's reply:** '...A few weeks ago, I was sorting out some old correspondence and found a letter dated March 1985, on which I had noted, 'Follow up.' I noted also that I had tried to reach the sender, seeking more information. But I received no reply. So, I tried again in January of this year. Fortunately, this time I was able to reach the son-in-law of the source. Cooperatively, he gave me his phone number. Mr. JA in California. Having a friendly chat with JA, I find no reason to question his sincerity. He was no UFO buff, having no knowledge of current affairs.'

...According to JA, he was aboard the USS McKinley, cargo class, the command ship for amphibious operations, docked at San Diego. Many admirals aboard. His job: messenger. The time, he said, was late 1948 or early 1949. It was winter and he remembers a quick cruise to Alaska in between those years.

JA was on deck when he learned from the top brass that a small task force was assembled and ordered to go to a certain location (unknown to him) into Mexico to

retrieve a crashed 'flying saucer.' They departed by vehicle, but he was not certain if they drove to the site or used other means to reach what was described as a 'remote region of Mexican desert.' The task force was gone for several days and when they returned, he said everything was hushed up. He did, however, hear one of the officers on the mission say that they got some dead bodies and some managed to get away. 'They were able to move at great speed,' he recalls the officer saying. JA never heard more about the saucer or the bodies, but he did remember reading a brief item in a San Diego newspaper about the crash in Mexico.'

## CASE 5)

### **UFO Crash in St. Geniez, France, 1972?**

Something unidentified crashed into the rocky slopes of a mountain in the township of St. Geniez, France, March 18, 1972. According to witnesses, it caused brush fires over a forty acre area. Significant was that the incident occurred during a flap of UFO reports in that southeastern part of France.

The story was originally obtained by researcher Olivier Rieffel in 1986, during a meeting with Leon Visse, the person identified in Dr. Jean Gille's papers published in *Status Report III* (See Case B-8). With Visse's disclosure that the crash occurred near the Durance River, Rieffel informed his colleague, Jean Sider, who found in his records that the time and place coincided with a reported crash of a 'space object' into a mountain near the town of Sisteron. According to most witnesses, the UFO was described as a 'red ball' of fire and one informed source who prefers anonymity stated it was 'red-orange, shaped like a disc.'

While the investigations continue through the well-coordinated teamwork of Sider and Rieffel, extensive records of their findings were sent to me for appraisal in April 1988. Included was a fragment from the site of a ceramic-like substance appearing that it had been baked by intense heat; three pages of firsthand reports from witnesses who saw the descending red object - among them farmers in the region, including the son of a mayor, a newspaper reporter on the scene and members of the police and fire departments. Of note was an astronomer whose investigations ruled out a meteorite and other meteorological and atmospheric phenomena. Said Sider, 'The facts of the case remain classified in the files of the military and the Nationale Gendarmerie Archives,' adding, 'Confirming all the main details was a member of an intelligence agency who stated that 'something' was received by the Gendarmerie and shipped in a truck to a location near Paris.'

Sider emphasized that his report was not conclusive and investigations were still in progress. Listed were many more names of people directly involved that he hoped to trace and interview.

## CASE 6)

### **Two Alien Humanoid Skeletons in Kentucky, 1987?**

Far more spectacular, but affording far less supportive evidence than the St. Geniez incident, is the firsthand report from a retired medical doctor who alleges he accidentally found the skeletal remains of two humanoids, possibly of alien origin, on his farm in western Kentucky in March 1987.

When informed of the story, I was eventually able to reach the doctor through his friend, Bill Boshears, who first aired it on his radio talk show in Cincinnati. Since the show, he was warned to 'shut up' in no uncertain terms. The doctor, nonetheless, entrusted me with his name, but would not reveal the location of his farm nor give me or anyone else his unlisted phone number. He also advised that some of the details he shared with me about the investigation by the Air Force should be kept confidential.

The doctor was cordial when he talked with me on his friend's phone, but brief. He said that it was during a routine evening stroll on his farm property of 400 acres that he discovered the extraordinary evidence. Next to a burned-out circle about 4 feet in diameter in an open grassy field, he found the skeletons of two humanoid entities about 4 feet apart. Without a trace of clothing, some of the bones showed residual ligament with evidence that predators had been at work, he said. As a doctor, he was certain that the bones were not of animal origin and on closer examination, he was shocked to find that the structure was bipedal, about 4 feet tall, with a large skull and cat-like jaw, a barrel-like rib cage with long arms and three fingers. For sure, they were not human. The doctor's next move was to call the sheriff who, without hesitation, called the Air Force.

The next morning at sunrise, the doctor said he was surprised to see three helicopters land in a clearing and many people, some in uniform, some not, being deployed over a wide area. Greeting him was a Colonel (name known to me) who cordially introduced himself and stated his mission: remove the bones and undersoil, test and remove the burned circular soil and comb the area for any other evidence. Later in the day, fresh soil was filled in the excavated areas and the doctor was told that the soil in the circle had been baked at 3,000 degrees.

When asked about the time factor of body decomposition (allowing for predators), he estimated that the aliens had been exposed for less than a hundred days, based on cursory examination.

Reminding me that 'they put the fear of God in me' after his trip to a military base for further interrogation and where he was shown photos of other alien corpses, he expressed interest in my research. I suggested that we lunch together soon. He agreed, but never called.

### **CASE 7) UFO Crash Brown County, Ohio, 1987?**

News of a UFO crash on a farm in Brown County (Southwestern Ohio) in the Spring of 1987, looked promising at the outset. As I tried to put the pieces of raw information into some order to make the next move, mainly to reach the principle source, I ran into every conceivable roadblock. A year later after 'giving up,' information surfaced from a new source to give credence that something did crash at the farm site. Whatever happened, I could now see through some of the screwiest diversions that blocked me from contacting the farmer who claimed he saw the crashed disc, *three small female non-human bodies strewn in the field*, and above all else, had some unusual metallic fragments from the debris to prove it.

My initial informant was JD, a gemologist and a persevering UFO buff. She got many

packages by United Parcel Service on her rural route and learned from the driver that the farmer 'down the road' had pieces of metal from a UFO that crashed on his property. When JD tried to learn the farmer's name and location, the driver got scared. I was later told to avoid the issue, and the UPS driver even changed his route. Undaunted, JD then opted to go to the local police office near the site, hoping to locate the farmer. There, she got the runaround and was advised by one officer to forget the matter. But, according to JD, the officer with the friendly advice later visited her home. For some unexplained reason, he gave her a photo of the farm property.

At this point, JD suddenly showed signs of confusion and fear, claiming that her house had been entered, that the photograph of the property had been taken which she had used as a bookmark in a library book (by Major Keyhoe) and that the book was found on the hood of her car in the garage. Next came word that she had been injured in a fall into a sewer hole between her house and garage. The lid had been loosened, she said.

Investigating, my son-in-law and I could find nothing else abnormal in her manner of keeping hose. But we began to wonder about her going off the deep-end and if she had become obsessed to a degree of fantasy? Or, was it all a hoax? Or a ploy of disinformation?

Time went by without further contact. But I felt that something was strange, something amiss about the case. Concerned, I got in touch with a former Air Force intelligence officer who had the 'right' connections. I asked if he could help throw light on the affair. Two days later, he called back to relate that he had been in touch with the 'right' person and was told that there had been 'no significant UFO sightings in that area for the past year.' He added that my informant would soon be visited by two investigators in an official capacity.

Several weeks later, I got a surprise call from JD who said simply, 'I'm not supposed to talk with you, but here I am!' She went on to explain that she had *two visitors*. In learning she had no hidden metal artifacts, they debunked the crash and also my work in crash/retrieval research and advised in so many words that she should not contact me in the future.

Not long after that, JD called me again, admitting that she had met the farmer, had visited the farm, saw the newly added soil over the crash site, and moreover, gave me the farmer's name. She had made plans for him to visit me the following week. He never came, as expected, and a few days later when she called, she regretted to tell me that he had been moved, expenses paid, to Virginia. This, if true, was supposedly his reward for being a good citizen, a real patriot.

In April of 1988, a researcher joined by a person knowledgeable in military intelligence operations, visited my home to discuss an abduction case. Inevitably the conversation drifted to crash/retrievals and I mentioned the alleged crash in Brown County. 'Oh, yes,' said my knowledgeable guest, 'I heard that a jet crashed on a farmer's property.' He added, 'It was in an inaccessible area and they had a hard time getting the wreckage out.'

A jet? Certainly there had been nothing in the news about a jet crashing the previous spring in that locality. As we all know, airplane crashes of any kind always make news. Of significance, my guest also stated, 'I heard from a good source that the government came in and bought the farm and moved the owner out of town.'

Much can be said about this case, pro and con. And I'm also omitting some details that might compromise the positions and activities of certain people involved."

## **Part 2: UFO Crash/Retrievals: Status Report V - Is The Cover-Up Lid Lifting?**

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*"... All available men stood guard duty around the site where a crashed disc had come down and they could not understand why the (non-human bodies) had to be kept cold, as there were trucks of ice. ...Although he and others were told they would get into trouble if they saw too much, they did look under the cover and saw two small dead bodies. He said they were like us, but not like us. They were smaller than a normal man with large heads and slanted eyes. He also said they looked yellowish, a bit Asian."*

- Source: Staff Sergeant, 509th Bomb Group, Walker Field, Roswell, 1947.

### **"CASE 8)**

### **Wright-Patterson AFB, 1967-1968**

I have many other items of C/R interest, or trivia, some deserving at least a brief reference. One concerns the disclosure of a fire department inspector who, while filing his report at my home in September 1987, said that he was also a fireman stationed at Wright-Patterson AFB in 1967-68. Aware of all buildings on the base and access to same in case of emergency, he and crew were instructed that if a fire were reported in a building in a certain section that they were to 'let it burn.' A sign read, 'No Fire Trucks Allowed.' He had heard 'rumors' that the building housed UFO material.

1953, the year and Arizona, the state - both are important in C/R activity. One new source, whose information is not included in this article for reasons of his own security, was involved in a retrieval operation in that year and state. Still another source, also not publishable for the same reason, also backs up the Kingman crash in 1953 and in Arizona. See Abstract 6, "Retrievals of the Third Kind" and "Postscript On Two Key Cases," Page 43 of *Status Report III* regarding Kingman crash. Also see Case A-1, *Status Report II*, regarding three small humanoids retrieved in Arizona and received at Wright-Patterson AFB. The above references are anonymous sources. [*Status Report III and II* will be reprinted in future Earthfiles.] As always, despite critics, I find it mandatory to

maintain their trusts and keep their names confidential.

## PART II: ...TO THE BURST OF DAWN

From my perspective, the official cover-up and the ways to control it seem as effective as ever up to the fall of 1987. Both the Kentucky and Ohio incidents described in Part I of this *Status Report V*, which involved civilians, show that anything goes - from trickery to threats - to keep the facts hidden.

Then throughout 1988, like the burst of dawn, something changed. Whether or not the iron lid had loosened or not, more concerned people suddenly became more vocal. Of concern were the implications of MJ-12, the meaning of human abductions, the flap of low-level UFOs in the Blue Ridge Mountains of Virginia, the Gulf Breeze, Florida affair, and what was said and left unsaid about alien-human relations by two disguised informers called 'Condor' and 'Falcon' on TV's *The UFO Cover-up - Live.*\*\* [Editor's Note: See More Information below.] Yes, things have changed. It's reflected in my volume of mail and the phone calls I get at all hours. Is the cover-up in a 'calculator' countdown from ten to a three, two, one and lifting?

Frankly, I don't think the time is right for a sudden *formal* announcement of alien 'visitors' by the world powers which would have unpredictable societal effects. If the press were to suddenly wake up and demand the bottom line of all the UFO happenings in the MJ-12 files, or were to confirm the horrors described in an exposé of the alleged secret Project Grudge Report # 13 released by a former US Air Force Officer, Bill English, then we would have more to worry about than just the stock market. [Editor's Note: See More Information below.]

But maybe the cover-up is loosening a little because of new pressures, or guilt, or leaks, or the fear of more Falcons and Condors? Maybe we are being spoon fed in various ways and the masqueraded Falcon and Condor are only doing their job. But, while the media still sleeps amid all the UFO 'noise,' I have seen a change on my thermostat. For whatever reason, I'm getting suddenly more C/R input which I share briefly as follows:

### CASE 9) Kecksburg, Pennsylvania, December 9, 1965

Thanks to the in-depth research of Stan Gordon, Director of the Pennsylvania Association for the Study of the Unexplained, headquartered in Greensburg, PA, the Kecksburg crash/retrieval case of December 9, 1965, might now find recognition as a classic in the annals of ufology. Considering the number of witnesses tracked down by the PASA group, it might be upfront with Roswell.

As 'Case B-1,' the Kecksburg incident originally was reviewed in *Status Report II* by Clark McClelland. But at that time, save for knowing that something had crashed and was retrieved, there was some uncertainty about the nature of the object. The US Air Force, of course, explained it away as a meteorite. Others suggested space debris. Gordon, however, accepted neither explanation as more information and FOIA data surfaced. In the spirit of cooperation, he kept me informed.

Then in 1987, by good fortune, Stan met 'Pete' who showed up at a PASA UFO exhibit at a local mall. Having feared ridicule for 12 years, he finally decided to tell his story. It began at age 19 as a fireman when his unit in a nearby village was summoned by the Kecksburg authorities to help in the search for something that crashed in a wooded area, possibly an aircraft. But the shocker, he said, was when the crash site was located. They found instead of an aircraft, something else - a large acorn-shaped object embedded deep into the ground.

Armed with Pete's new information, Gordon published the full Kecksburg story in great detail in *Pursuit*, the final quarter 1987 issue. In this lengthy paper, he reports the UFO's flight pattern across several states, tells of the firsthand experiences of local residents who saw the fireball crash and of others who witnessed the sudden, incursive 'takeover' by the military to perform the retrieval operation. According to Gordon, many of the local citizens viewed the action as constituting a state of martial law. Gordon commented, 'Many were influenced enough by their contacts with military or local authorities to the effect that they refused to discuss what they saw or were told even to this day.'

Before being chased from the crash site by the retrieval team, Pete and companions had a closehand look at the semi-submerged mystery object. To them, it appeared that the object had descended to about a 30 degree angle and had broken tree limbs and knocked down a 15 to 20 feet high tree before impacting the ground. The trench was about 25 feet long and the greatest depth in the ground was about 7 feet. It was puzzling that there were no signs of fire. The size of the acorn-shaped UFO - without windows or seams - could not be determined because of its submergence. But it was estimated to have been about 7 feet high and wide.

Pete, in trying to give a better description of the craft, said that it gave him the impression of a deflated beach ball pushed in. Toward the bottom, there was a ring or bumper-like structure about 8 to 10 inches wide that seemed to cover the circumference of the object. On this bumper, he said, which was raised up off the surface, was a writing that looked like Egyptian hieroglyphics. He remembered the characters of broken and straight lines, dots, rectangles and circles. As a machinist for 25 years and familiar with metals - solid and liquid - he said, 'Never in my life have I seen the color of that metal in any shape or form.'

Pete said he never will forget the excitement on his return to the Kecksburg fire hall which had been set up as a command post. It was swarming with military personnel, mostly US Air Force, and a lot of equipment was being carried in. Soon guards were at the front entrance and the firemen, before being dismissed from the building, were told to use outside toilets.

There is much, much more to Gordon's article, like his learning later that Air Force records showed that NORAD's Space Detection and Tracking System did not have any space junk re-entering Earth's atmosphere that day. Thanks to Gordon, I was privileged to interview Pete on the basis I would not use his name. Agreed, so Pete gave me his complete story, confirming Gordon's version. I asked him about the hieroglyphics, wondering if they could be Russian. 'No way!' he said. 'I'm of Russian-Polish descent and can read Russian. It was not Russian, nor American!' He added, 'I'll stake my life on it. The object was not man-made.'

## CASE 10 Roswell 1947

The crash and recovery of an 'alien' object near Roswell, New Mexico, in July 1947, so well documented by researchers Bill Moore and Stan Friedman and others. It's a case that should cause skeptics to think twice before they impugn the existence of UFOs or the plausibility of the extraterrestrial hypothesis.

Though most of Roswell's firsthand sources were civilian, the overall evidence supporting this 'nuts-and-bolts' incident is massive and ironically is the report that news of the UFO's discovery at the base slipped out in an 'uncleared' press release by the Public Information Officer, 1st Lt. Walter Haut. Had it not been for a fast and effective cover-up, the full story once in public domain, could have rewritten what we know is history. Having been informed, perhaps mankind in his philosophical and geopolitical pursuits, would have chosen a wiser course.

Except for rumors, the truth about Roswell did not surface until 1978 when the late Jesse Marcel told an NBC radio newsman, Steve Tom, in Chicago about his official role as the intelligence officer assigned to the crash site to retrieve the scattered debris. On April 7, 1978, Tom called me and linked me up with Marcel in Houma, Louisiana, to get his story firsthand. This led to other calls to Marcel. Upon learning that we had served in the 5th Air Force during WWII in the same combat areas in Leyte of the Philippines, we developed a feeling of camaraderie and talked about meeting together for a UFO discussion in the near future.

But for the moment, he had confirmed that the debris he combed from the crash site on the Brazel ranch was *not* the remains of a balloon. Also, he had observed on a fragment of metal beam, a row of symbols that looked like hieroglyphics. (See *Status Report II*, Case A-10, and the preceding Kecksburg case describing hieroglyphic symbols.) Regrettably, I never got to meet Jesse Marcel as we had hoped to do. During 1978 when the floodgates opened for me with enormous C/R input, I was working at full capacity and plans to go 'here and there' were dropped. Bill Moore, however, concentrating on his book, *The Roswell Incident* made the trip and interviewed Marcel. Following is one statement in part by Marcel that still left some questions unanswered:

**Jesse Marcell:** '...that next afternoon, we loaded everything into a B-29 on orders from Colonel Blanchard and flew it all to Ft. Worth. I was scheduled to fly it all the way to Wright Field in Ohio, but when we got to Carswell at Ft. Worth, the general nixed it. He took control at this point, told the press it was all a weather balloon, and ordered me not to talk to the press under any circumstances. I was pulled off the flight and *someone else was assigned to fly the stuff up to Wright Field ...* (Italics mine. LS).

My Status Reports do pay off. Thanks to one reader, John August, in Hawaii, I got the 'missing link' referred to by Marcel as the officer who flew the B-29 with the Roswell remains to Wright Field. Following up his initial phone call with the news, on Labor Day of 1988, John August wrote in part the following:

**John August:** 'Confirmation of the Roswell crash reached me through a Maui

resident who claimed that her father, Captain O. W. Henderson, flew the retrieved spaceship from Roswell to Wright Field on a B-29. According to Henderson's wife, who was reached by phone, a news officer reported the incident. But it was quickly quieted down. On February 17, 1981, the story appeared in the tabloid, *Globe*, and Henderson admitted to his wife and daughter that the story was true. The (extraterrestrial) crew, she said, were little people with exceptionally large heads. ...At the time, Henderson was stationed with the 509th Bomb Group at Roswell. It was an elite group for which all involved required high security clearances. Besides being a highly decorated pilot during WWII with over 30 combat missions, Henderson was in charge of the movement of all passengers and freight transported by air for organizations participating in the atomic bomb tests and the Manhattan Project (at Los Alamos, New Mexico.) ...

Enclosed, as a result of August's attentive spadework, were copies of photos showing Captain Henderson and flight crew. There was also a letter of commendation for an 'excellent job accomplished' from Carl Spaatz, Commanding General, AAF, forwarded to Colonel William Blanchard, Commander, 509th, Roswell.

For verification, John August footnoted his letter with Mrs. Henderson's address and phone number. Calling her on October 1, 1988, I explained my work. I asked many questions to which she cordially responded and I got approval to publish her name in this report, minus address. She said that her husband, known as 'Pappy' among his buddies, passed away in 1986. He stated unequivocally that he flew the B-29 with the Roswell wreckage to Wright Field and kept the secret faithfully until 1981. She remembers his comment, 'I've been dying to tell you for years, but could not. It was Top Secret.'

When I asked Mrs. Henderson if he had ever described the object he transported, she said he told her, 'It was strange,' avoiding details.

## **CASE 11) Roswell 1947 Alien Body Eyewitness**

It seems that avoiding details goes with the business of covert work, if one must talk at all. And so it was with another source who managed to whisper a few words on his death bed about his stealthy activity at Roswell in 1947.

The source, Bev, is British. Her father was a former American serviceman, a staff sergeant, who served and took up residence in England following duty in the Pacific theater of WWII. Notably he was with the 509th Bomb Group at Walker Field, Roswell. According to records, he was at Roswell during the same time as Major Jesse Marcel and Captain O. W. Henderson.

Bev, referred to me by Timothy Good, British author of *Above Top Secret*, is by the tone of her letters and phone calls sincere in trying to verify her dad's alleged participation in the Roswell retrieval case. He sent me copies of all his military records, they do confirm Bev's father's assignment at Walker Field in Roswell. Such are medical records, one with orders cut for hospitalization at the base for both Bev's father and Major Marcel, along with his pass to the base's Non-Com Club that is dated July 1947.

As a child, Bev recalls her dad talking about his hush-hush work at Roswell and whenever he described the nondescript bodies, her response was to giggle. The subject never came up much, she said, until she was a teenager. Once, she recalls, he had read a feature story in a newspaper about a UFO crash and looking grim, he told about his experience of standing guard where the bodies were stored and cautioned all family members to keep it quiet, lest he get into trouble. According to Bev's long letter and attached military records, she recalled the following:

' ...he stood guard once outside a hangar where a crashed saucer was stored. He could not see anything as it was all packed up and ready to be flown out to Texas the next day. We disagree on the number of bodies he saw. I'm sure he said two, but one of my sisters said three ... All available men stood guard duty around the site where a crashed disc had come down and they could not understand why they had to be kept cold, as there were trucks of ice. ...Although he and others were told they would get into trouble if they saw too much, they did look under the cover and saw two small dead bodies. He said they were like us, but not like us. They were smaller than a normal man with large heads and slanted eyes. He also said they looked yellowish, a bit Asian. ...I remember when I got older and asked for more information, he got angry and said, 'That's all I know and I shouldn't have told you that much.' Whenever he talked about it, he always looked worried. ..."

His last words, according to Bev, were before he died in a hospital in February 1986 and were about Roswell.

## CASE 12) Alien Humanoid Shot at Ft. Dix-McGuire AFB, 1978



McGuire AFB and Fort Dix Military Reservation near Wrightstown, New Jersey, are near the U. S. Naval Air Station

in Lakehurst, New Jersey. The bases are about 45 miles east of Philadelphia, 50 miles south of New York City,

60 miles north of Atlantic City and 10 miles west of the Atlantic ocean. The Fort Dix/McGuire Air Force Base/ Lakehurst Naval Air Station complex covers 42,000 acres.

When I last made contact in January 1987 with Jeff Morse, the former 'Blue Beret' who lifted the lid on the Ft. Dix-McGuire affair, I felt that my chase for more supportive

information - at least through him - had ended and I was back on the treadle of the proverbial squirrel's cage.

As agreed, Morse met with Dick Hall and his brother William (an electronics engineer), Dr. Bruce Maccabee, Chairman of the Fund for UFO Research, and with me in a busy mall near Washington, D. C., in January 1987. Over lunch, he openly answered any questions about the incident, but grimaced over the tangled and costly prospects of his current legal pursuits in Federal Court involving an incident of harassment (See *MUFON UFO Journal*, June 1987). On departure, he said he planned to return to his work overseas and I wished him well and thought of the seven years I had spent investigating his case. No word from Morse since, but his words *that* day left the four of us believing that he was telling the truth about the ill-fated alien interloper.

Since I presented Morse's story in *Status Report IV* at the MUFON Symposium in St. Louis in 1985, there was a spark of hope in 1986 of getting a new source as backup - a former master sergeant who was stationed at Ft. Dix in January of 1978. According to Pat Marcattilio, a MUFON investigator in New Jersey, the source known as 'Mr. S,' whom Pat knew at a place of previous employment, told Pat that he heard the rumors about the incident. On his own time, 'Mr. S' tried to round up the facts. But he got nowhere and learned that all records, tapes, everything, had been destroyed. He was also advised to stop snooping. When Marcattilio later tried to get more details from 'Mr. S', Pat said, 'He seemed very nervous and refused to talk about it.'

In September 1988, a new source with convincing credentials called me about the incident. As a MUFON State Section Director in New Jersey and presently serving as vice president of the Air Force Association, he was in January 1978 an intelligence officer with rank of major at McGuire AFB. Although not a witness to the retrieval operations, he was in a key position to put the 2+2 together enough to give credence to the story told by Morse. His letter of September 5, 1988, to me follows in part:

' ...I attempted to recall as best I could the report of the alien being shot on the base back in January 1978. My job was Deputy Director of 21st Air Force Intelligence 438th Military Wing Intelligence. In this dual role, we were responsible for briefing both the 21st Air Force Commander, who controlled all military airlift aircraft in half the world over to India and the Wing Commander at McGuire AFB.

I remember walking into the 21st Command Post and most people were talking about an incident that had occurred on the base during the night. The report was that an alien, a short little guy, had died from a gunshot wound. No one seemed to know where he came from or what he was doing on the base. At first, it was treated as a joke and that the Security Police must have meant an alien from another country, like Mexico.

Usually, I would brief the Commander, Major General Tom Sadler, on anything important that occurred during the night. We were concerned about acts of terrorism, hijacking and Soviet movements that could be a threat to our aircraft. Normally, if something was felt to be important, I would either brief the General in a stand-up briefing in the Command Post, or if it was classified Above Top Secret, in his office.

...Later in the morning, I was told that Intelligence would not brief the General on the alien; that the Security Police Commander or a Liaison Officer was handling it. Later in the day, I saw the officer who was a Lt. Colonel (name unknown) coming out of the general's office. He looked tired and somewhat under pressure. He said, 'Hello.' I expected the Lt. Colonel to fill me in on the situation, but he avoided saying anything. ...Assuming this was an alien, I wonder how he got lost from his craft?"

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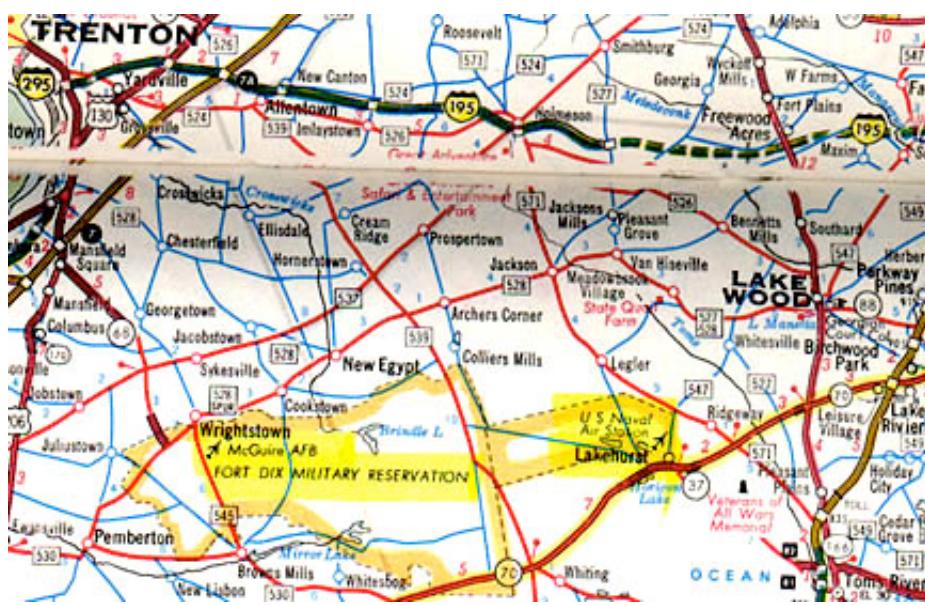
## FINAL Part 3: *UFO Crash/Retrievals: Status Report V - Is The Cover-Up Lid Lifting?*

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"...Escorted to a briefing room, (photographer and others) were told that they were to photograph a flying saucer and the autopsy of three dead aliens. Ordered to disrobe, they were issued white smocks and combat boots for security purposes.

Mike was then escorted into the installation where he saw a disc-shaped craft about 30 feet in diameter contained in a heavy net suspended from a large crane."

- "Mike," U.S. Air Force Photographer



McGuire AFB and Fort Dix Military Reservation near Wrightstown, New Jersey, are near the U. S. Naval Air Station in Lakehurst, New Jersey. The bases are about 45 miles east of Philadelphia, 50 miles south of New York City, 60 miles north of Atlantic City and 10 miles west of the Atlantic ocean. The Fort Dix/McGuire

Air Force Base/ Lakehurst Naval Air Station complex covers 42,000 acres.

"The answer to my source's question comes from still another officer allegedly on the scene in early January during a phase of significant UFO activity over the two large military compounds. During this phase, I was told one of the craft had malfunctioned and crash-landed. One survivor of the crew, lost and starving, managed to reach the outer perimeter near a guard post at Ft. Dix and was shot by an MP. Said my source, the interloper, mortally wounded, was later found dead at McGuire. Here, relying on Morse's testimony, the 'alien' was retrieved from an abandoned airstrip.

The Lt. Colonel, referred to by the intelligence officer in his letter, who briefed General Sadler, had been previously identified by Morse as his Commanding Officer, whose name was made known to me. His name, rank and serial number, as well as the officers who interrogated Morse at Wright-Patterson AFB following the incident, had all been authenticated by the National Personnel Records Center in St. Louis, Missouri, in 1985.

Also of interest is a letter of September 12, 1985, from the New Jersey State Police in response to a letter from Robert Bletchman, attorney in Manchester, Connecticut, asking about accessibility to their records of alleged involvement in the incident.

#### **New Jersey State Police Letter Dated September 12, 1985:**

'...Please be advised that it has been, and continues to be, the policy of the New Jersey State Police that the records, radio logs and other documents maintained at our stations are privileged and are to be kept confidential. We further advise that we do not consider them to be within the public domain in conjunction with general disclosure, etc...'!

This information should answer those in research who queried the State Police about its involvement and were told that the State Police have no such records.

For me, the evidence collected over eight years of investigation into this case might not prove that UFOs are real or extraterrestrial, but it does show that such incidents, if true, would be difficult to explain to a benighted (unenlightened, kept in the dark) public. Thus, the cover-up.

#### **CASE 13) Puerto Rico UFO Crash February 19, 1984?**

If only I had known when I was touring San Juan in Puerto Rico on March 7, 1984, that a UFO had crashed on February 19, into the mountainous region of the El Yunque rain forest. Had I gone there, I would have found units of the military retrieval team still active.

Barry Greenwood, Editor of *Just Cause*, first enlightened me about the crash at the MUFON Symposium in Washington, D. C., in 1987. He then had few details and I heard nothing more. Then in August 1988, Jorge Martin, Editor of *Enigma*, a UFO pictorial-news magazine published in Puerto Rico in Spanish, called me to relate that he had two items of significance. One concerned a possible alien underground facility on the island. The other contained new information about the 1984 UFO crash. His continuing investigations into the crash, he said, had produced new sources who had witnessed some

important phases of the military retrieval operation.

Through the gracious assistance of Ms. Anna Gloria Colon, MUFON State Director of Puerto Rico, Martin's records - including tapes - were translated from Spanish to English for use in this Status Report.

Martin, like all Puerto Ricans, first learned of the crash in the news. Witnesses were many and most described the object as round, white, self-luminous, with a tinge of orange at its rear outer edge. Flying horizontally to the East, the object suddenly jerked and in arch fashion, went straight up, leveled, and then continued its soundless trajectory course eastward to where it was last seen crashing into the El Yunque mountains. Among the witnesses were the passengers and crew of a commercial airline flight from the Virgin Islands and a firsthand report from two men in Fajardo, who watched from their 10th floor apartment as the object was 'spinning' as it plummeted to Earth. And notably is the experience of Luis Morales, policeman, who worked out of the Rio Grande police station near El Yunque. He saw the object crash and said that when he tried to reach the area, his car suddenly went dead.

Before too much suspense could be built up in the news, the story was snuffed. According to Martin, a diversionary tactic to keep everybody out of the crash area was that authorities told the police that the object was a meteorite that fell well beyond El Yunque and that investigations had been called off.

Not so, said Martin, who talked with Benjamin Gascot, officer for the air rescue division operating out of Isla Grande Airport. According to Gascot, 'Something was wrong about this incident because we as a group of officials always worked together in the past.' Martin also learned from the officer that on the morning of the investigation, a mysterious helicopter painted black and without identification showed up at the site. 'The occupants,' he said, 'were dressed in military fatigues and in plain clothes.' He added, 'We were advised not to talk to the crew.'

Confirmation came from another firsthand source, Michael Pazo, who operated a refueling station at the Isla Grande Airport. He, too, had seen the helicopter, identified as a Chinook, that brought in the military personnel. He further claimed that El Yunque had been under military surveillance for three weeks. Pazo also stated that the object that crashed was 'very radioactive' and that he, being a witness to the activities, was told by a federal agent named Swaggart to 'keep things quiet or else ...' Still another source, according to Martin, claimed that a second helicopter landed two days later with more personnel and that a Lear jet with NASA markings flew over the El Yunque area for two weeks.

Of Martin's many sources, one working in security (unknown to me), provided him with details of the on-site 'packaging' of the pieces of metal from the wreckage. Said the informant, the parts were cataloged, labeled and protectively wrapped before being boxed conforming to the exact size of each artifact. Then, the wooden boxes were sprayed with a leaded paint, followed by another coat of a chemical substance, the color of fuchsia.

Still hoping to get some kind of official response to the crash, Martin said he asked Barry Greenwood to check with the FAA. Word came back from an official of its Southeast

Division: no such incident took place. For Martin, it was a flat denial of everything he had heard from scores of firsthand sources. For me, it was one more case in keeping with the cover-up of all UFO crashes and retrievals and to hide the evidence at all costs.

## CASE 14) Norton AFB, California, 1973

John Lear, son of William Lear who invented the Lear Jet, was MUFON State Director for Nevada in September 1988. Undaunted in his pursuit of people anywhere to get UFO facts, John extensively lectured and made several radio and TV appearances in Las Vegas, Nevada, to tell his story. Listening was 'Mike,' (real name withheld on request) who surfaced in September 1988, to tell Lear his firsthand story. Admittedly troubled by his experience, Mike explained that in 1973 he had been a U.S. Air Force photographer stationed in Hawaii, following his duty in Vietnam. His prime duty in Hawaii was to process gun camera film. One day he said he was notified that his security clearance had been upgraded. Several weeks later, he and another photographer in his unit were flown on a temporary duty assignment to North AFB in California.

Lear's letter to me dated November 21, 1988, recounted briefly his interview with Mike and is paraphrased as follows:

**John Lear Letter, November 21, 1988:** 'On landing at Norton, Mike and companion were taken by air force vehicle with windows blacked out on a two hour drive. During the drive, Mike was told by the driver, 'So, you guys are going to photograph the UFO, eh?'

The vehicle came to a halt on a platform which was then lowered into a large underground installation. Escorted to a briefing room, they were told that they were to photograph a flying saucer and the autopsy of three dead aliens. Ordered to disrobe, they were issued white smocks and combat boots for security purposes. Mike was then escorted into the installation where he saw a disc-shaped craft about 30 feet in diameter contained in a heavy net suspended from a large crane.

Mike was boosted into the opening of the disc (no stairs or ramp) and proceeded to crawl inside. He was shocked, he said, to find that the inside looked to be about 10 times the size of the outside. He commented, 'I could have thrown a football as hard as I could and not hit the other side.' Disoriented, Mike poked his head back outside to check the size which appeared to be about 30 feet in diameter as before. Once inside, he met two persons similarly clothed in white smocks who showed him what they wanted photographed. He shot many photos of control panels and various other fixtures and later was asked to photograph the exterior from different angles and distances.

He was later taken to a room in which there were three dead aliens. He described them as approximately 5 feet tall, with almost normal, human heads, except the eyes were more rounded. The skin texture was of baking dough, very white. Before the autopsy, the aliens had been dressed in blue uniforms, like flight suits.

As the initial incisions were made for the (alien) autopsy, Mike saw green fluid and black innards. At this time, he became ill and called for the other photographer to

continue the assignment. Later that day, they were driven back to Norton where they spent the night and were flown out the next day back to Hawaii. About two months later, Mike's companion disappeared and neither Mike nor his family have heard from him since.'

**Leonard Stringfield:** The year 1973 brings to mind *Case A-2, Status Report II* (to be reprinted in future Earthfiles), where three humanoids were examined at Wright-Patterson AFB. While the head sizes described in each case differed and the body heights also differed by a foot or so, the description of the skin is strikingly similar. In Case A-2, according to the sergeant who stood guard in the underground facility, the color was 'off white or cream.' Both observers, it should be noted, were admittedly traumatized by the sight of alien bodies - which could account for visual differences of anatomical sizes and heights.

## CASE 15)

### Termination Orders for Insiders Who Know Too Much?

For those of us in research who wonder or worry about the rigors of cover-up that's been so effective for a long time, that we have suspicion that the reason for the cover-up must be compelling. In fact, so compelling that it might explain why it is maintained at any price - even at the price of sudden death to those having sensitive information and might talk too much.

Evidence of such thinking finds support in the recent disclosure of a retired police officer with 22 years of service in an Eastern state. Through the cooperation of John Ford, head of the Long Island UFO Network, I first received word on August 5, 1988, that his source had information concerning a crashed disc and the recovery of seven bodies in a western state, which in some way also involved the FBI.

Filling Ford's request for a notarized statement and insuring his source's anonymity, I then received his videotaped interview with him. After viewing the tape, which firmly established the former officer's credentials, I reached him by phone for his firsthand story.

It was 1973, he said, that he was joined by two FBI agents in a special 3-day training program for cadets on 'behavioral science' at the police academy. One evening after a long day's work, he and the two agents went out to dine and relax. The subject of UFOs came up. To his surprise, he said, one talked about a crashed disc in Colorado and the recovery of bodies. 'What he said next,' added my informant, 'I could tell by his body English that he was disturbed.' His concern was the means used to insure the cover-up, stating that a doctor who had been called upon in the night for urgent medical needs, died suddenly of 'cancer' three weeks later. At that point, according to my informant, he observed that the talkative agent was booted under the table by his companion. The subject was dropped and nothing was said about the FBI's role in the affair.

Sudden and accidental death stories I've heard before. Never finding any substantiation, I relegated them to be a quirk of orchestrated propaganda, probably a scare tactic to intimidate potential whistle-blowers.

Reports of suspicious deaths, darkly and deeply linked to UFOs, however, persist and continue to cause speculation. Word comes from Gordon Creighton, Editor of the

informative British *Flying Saucer Review*, who notes a possible deathly tie-in with the U.S. 'Star Wars' program. Here I quote in part his letter of November 15, 1988:

**Gordon Creighton, November 15, 1988 letter:** '...here in Britain, 22 scientists have recently either taken their own lives or died in very strange or mysterious circumstances. And it seems that most, or all, of them were engaged in British work on behalf of, or related to, the U. S. 'Star Wars' program. The British government, it seems, was trying to hush it up. But press statements here say that the U. S. government had put our British government on the spot and demanded full inquiry. So, quite clearly, it is either the Russians or THEM ...!'

**Len Stringfield:** As many researchers have surmised, 'Star Wars' - ostensibly conceived as a defensive system against Russian missile attacks - might have had from its beginning a 'defensive' UFO connection. Whatever the case, a 'mock test' in September 1988, of an earth-penetrating warhead, much like 'Star Wars' in reverse - was conducted at the Tonapah Test Range in Nevada. Announced as a proposed super-weapon designed to destroy Russian underground command centers dug in solid rock down to 1000 meters, some UFO analysts believe that the real target is not Russian, but another adversary down deep in cavernous installations in Nevada and New Mexico.

According to the Pentagon, the proposed earth-penetrating warhead is 'urgently needed.' According to the rumor mills, an alien race of the 'grays' is in their fortressed underground laboratories and are genetically experimenting with the human race. Even more ominous, rumors say that their intransigence today might lead to new perils tomorrow.

It is beyond the scope of this paper to speculate on all the sinister machinations attributed to the alien super-race. But news of the British death syndrome and my awareness of other suspicious deaths and disappearances - allegedly connected to UFO crash and retrieval events - must be reckoned with. They might indeed have at least a peripheral pertinence to fears, causing suicide or extreme security measures to maintain a monstrous cover-up.

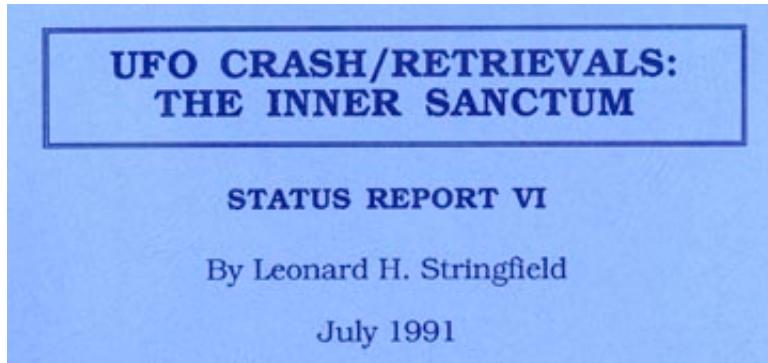
At this writing in early December 1988, I have four other sources with UFO crash/retrieval information not included in this report. Most, as far as I know, are in positions to throw strong light on the humanoid factor and other phases of retrieval operations. They could confirm information already cited in my previous papers. But at this stage, and in some instances, being dependent on intermediaries, I find the material to be either too fragmentary or *too sensitive* to even hint at its nature.

The material herein was originally intended as an article to update my work for publication in the *MUFON UFO Journal* in early 1989. As I drafted my copy, however, I soon realized that I had enough for a 2-part article and also to release separately as *Status Report V.*"

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Part 1: *UFO Crash/Retrievals: The Inner Sanctum - Status Report VI*

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*Humpty Dumpty sat on a wall  
Humpty Dumpty had a great fall,  
All the King's horses and all the King's men  
Couldn't put Humpty Dumpty in his place again.*

*Through the Looking Glass* Lewis Carroll

PROLOGUE: If, And, But and Maybe

Maybe we're on the edge of the beginning to end official UFO secrecy. Maybe, if I should be so bold to say, the probes of organized research are finally breaching its protective fortressed walls. Like some of my contemporaries, I believe I see signs that something big is happening, perhaps a re-shaping of policy, that has hidden Above Top Secret information, harking back to the days *before* the Roswell incident. But, considering all of the new information I have received in the past six months, I wonder *who* is really doing the breaching?

Can it be the result of aggressive research with its ever-growing and powerful phalanx of professionals who are probing and banging at the Sanctum's door? Is it forcing a more lenient policy? Or, is the so-called "breach" coming from *inside* the wall? If so, we might ask, is officialdom's smug sanctity being jeopardized by some new and dire UFO development pressing a decision to go public? Or, maybe, there is an internal squabble that precipitated some of the leaks. Whatever the case, if indeed there is a case, there are enough other straws in the wind of an extraordinary nature that have come my way, some of which are published in this report.

Speaking of "straws" - perhaps a controlled one - on July 19, 1991, five former astronauts appeared together on the popular CBS-TV show, *Oprah Winfrey*, in commemoration of the Apollo missions to the moon. One of the guests, Dr. Edgar Mitchell, pilot for Apollo Mission 14, commented, "...I do believe there is a lot more known about extraterrestrial investigation than is available to the public right now. Has been for a long time." Oprah asked, "Why do you think it is kept from the public?" Said Mitchell, "That's a long story. It goes back to World War II when all that happened and is highly classified stuff."

On the other hand, conceivably some of my recent input might be another clever ploy of disinformation carefully contrived to backfire. For those of us with suspicious minds, a close look into a number of disclosures in this report would easily find some questionable loose-ends; for instance, statements made by one informant that are in conflict with those made by others. Or a statement purported to be fact that does not jibe with a fact known by credible researchers. Any or all of those irregularities need answers, although we must also allow for human error, perhaps a rhetorical slip or a fading memory.

Again, I regret - without apology for - the anonymity of some of the contributing sources. I have no choice; they make the rules.

In this report is an abundance of firsthand and some secondhand information. Some of it is anecdotal. Some of it is substantive backup to key crash/retrieval cases such as Roswell and Kecksburg. Some of it recounts my own experiences, observations and misadventures in the pursuit of my special research. All of these pieces fit into the mystery matrix of the UFO. All of them should be made known to researchers. Somewhere in this broad spectrum lies the bedrock of proof.

But for sure, no matter how much bona fide information is released here, or by others, it might forever remain in the realm of hearsay and disbelief until there is an official acknowledgement or admission that it is a fact.

Leonard H. Stringfield

July 25, 1991

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## INTRODUCTION

It is a literary quirk, or a license, among writers to start off their story or essay or article or whatever, with a strong "narrative hook," or something "hot," to get instant reader interest.

But my opening copy I had prepared for this report was low-key - perhaps "ho hum," to some readers as I review the current status quo of research. Then when Robert Dean's statement arrived, which I had requested after our phone conversation on May 26, 1991, I thought his disclosures would be my narrative hook, which follows:

Statement by Robert O. Dean, Command Sergeant Major (Ret.) was on NATO staff at Strategic Headquarters, Allied Powers Europe (SHAPE) in the mid-1960s. Dean claims he saw a "Cosmic Top Secret" briefing document on UFOs. No copy of the alleged "Assessment" has ever been seen in public.

### **Robert O. Dean Statement:**

1. A thorough and comprehensive study was established in early 1961 at SHAPE (Supreme Headquarters, Allied Powers Europe). SHAPE was and is the Military Arm of NATO (North Atlantic Treaty Organization).
2. The study was directed by Air Marshall, Sir Thomas Pike (British) who was Deputy SACEUR (Supreme Allied Commander Europe). Pike was Deputy to General Lyman Lemnitzer, U. S. Army, who had the equivalent rank of five stars.
3. The study was titled, *Assessment*, with a subtitle of 'An Evaluation of A Possible Military Threat to Allied Forces in Europe.'

4. The study was established and conducted out of frustration because no information was provided by either Washington, D. C. or London on the continuing problem of unidentified objects flying over the Soviet Union, Central Europe and NATO military installations at will. Several instances of massive formation flyovers had almost triggered hostilities between the NATO forces and the Warsaw pact forces. (Washington and London were purposely not providing information because everything that was given to NATO went directly to Moscow via an enormous French spy ring located in Paris.) This eventually was broken and several top French ministers either were eliminated or killed themselves (See the TOPAZ scandal and the Columbine group; i.e., URIS-TOPAZ.)

5. The assessment study was finally published in 1964. Only fifteen copies were ever produced. The complete package with annexes was eight inches thick. It contained testimony, interviews, photographs and in-depth studies by historians, theologians, atmospheric physicists, astronomers, astrophysicists, sociologists and psychologists.

6. The area studied covered all of the NATO theater of operations from northern Norway all the way south to Turkey and Greece. There were photographs of crash/retrievals, little bodies and some limited analysis of 'plasti-metals' which they didn't seem to understand, but human-types never crashed. (This was in 1964). It concluded that:

- a. The planet Earth was the subject of an extensive and very thorough survey by 'several' extraterrestrial civilizations.
- b. 'They' demonstrated extremely advanced technology - possibly a thousand years or more beyond us. (I personally think we are dealing with millions (of years in advance).
- c. There was a 'Process' or 'Plan' of some kind unfolding. The study demonstrated that a development of some process was taking place (one-on-one contact).
- d. Evidence indicated that this has been going on for several millennia.
- e. There did not appear to be a major military threat involved. If they were hostile, there was absolutely nothing we could do.

Needless to say, Len, the study caused a few serious psychological reactions among several of the top generals. The Air Deputy, General Robert Lee, U.S. Air Force, was quite 'disturbed.'

7. The French government (Charles DeGaulle) withdrew France from the military alliance and we were forced to move SHAPE from Roquencourt (just outside of Paris) to Casteau (near Brussels) in 1967. At this point, the French copy of the *Assessment* was called back. We were pretty certain that they copied it because just after that, they established G.E.P.A.N. (French research of UFOs) under the gendarmerie. One French army source, it was recently confirmed, who knew about *Assessment*, was Colonel Jean Fauvre.

8. I was assigned to SHAPE in 1963 and helped move the headquarters to the new site in Belgium in 1967. During my assignment, I was a Master Sergeant with a Cosmic Top Secret clearance. I worked in the Operations Division and was a member of the Inner Command Staff, thereby working with and seeing General Lemnitzer almost every day.

Len, I have names, dates and many details of the *Assessment*. I did not copy it because if I had, I would probably be in Fort Leavenworth right now.

### **End of Dean Statement**

### UFOLOGY'S HOT KITCHEN

**Len Stringfield:** Triggered by the recent influx of information from new and trusted old sources, my saucer sleuthing spirit was once again aroused. When the war in the Persian Gulf ended, kindling new patriotic fervor in the USA, my buoyant response was to concentrate on following up on each and every new lead. The result: *Status Report VI*.

My timing seems right, too, for some aspects of my newly amassed evidence might help to offset the recent signs of malaise, mixed with frustration, infiltrating the rank and file of research. At least it might provide some new digestible fodder for objective debate, a relief from the noise we are hearing about the rancors of in-fighting among our celebrated researchers, or the sensationalist tales predicting doomsday; or the latest inside stuff channeled from our space brothers; or perhaps, the alien takeover of a secret underground base at Groom Lake (Area 51, Nellis

AFB, Nevada), *ad infinitum*.

Typical of this trend of disquiet I quote, in part, from a letter received from a no-nonsense veteran, Herb Taylor, of Oceanside, New York, dated March 10, 1991: "For all practical purposes, serious UFO research in the greater New York City area really does not exist. In general, with a few exceptions, I find myself appalled at the state of UFOlogy today. There seems to be an abundance of disreputable and dubious persons associated with the field. Wild and outrageous theories, speculations and allegations abound..."

Certainly other areas fare better. But, if we want to look for troubled zones which have caused doubts and misgivings everywhere, we need go no further than in the arena of abductions. This phase, in my view, where human rights are violated, and where unfortunately, anybody can get into the act for fame or fortune, is unquestionably serious business and deservedly our hottest topic. I do, however, question the fiery and unceasing disputes over the same blockbuster cases which hark back to the Betty and Barney Hill days, continuing on through the Walton and Andreasson affairs and now, the Walters' Gulf Breeze inquisition and the concern over the issue of whether or not Whitley Strieber's "communion" with humanoids was spiritual, psychic or physical. Each of these highly promoted cases might have their loose ends. But they also involve only one or perhaps a few persons. Whatever the eventual outcome - good, bad or inconclusive - it will not be a UFOlogical disaster. For the sake of statistics, each is important, but no more or no less so than the thousands of other cases which have not been promoted or published.

But far more serious were the bitter clashes that had developed between the prime investigators of the Roswell crash event. While legal actions were threatened at one time by Bill Moore, author of *The Roswell Incident*, against Stan Friedman and, separately, against Kevin Randle and Don Schmitt, authors of *UFO Crash At Roswell*, the rehash of details is now pointless in light of new peace overtures. On August 4, Friedman - accused for breach of contract - called me to confirm that he and Moore had met and patched up their differences. I can only hope that any and all grievances can be amicably settled between all parties and that the credibility of the Roswell crash will be free of a polluted atmosphere.

As in any scientific or professional endeavor involving the egos of humankind, the Roswell tiff is not alone in the broad sweep of UFOlogy. Until absolute, unequivocal proof surfaces, or the officials admit that

Roswell is for real, the skeptics will be heard.

Animal mutilations, the crop circles (or as Dr. Bruce Maccabee suggests, agriglyphs), bigfoot, the face on Mars - they all have problems gaining acceptance because most people cannot face up to bizarre happenings that might cause their traditional beliefs to be shattered. Certainly, in retrospect, no issue has fared worse than the subject of crashed UFOs, which I initially presented in my paper, Retrievals of the Third Kind, at the MUFON Symposium in Dayton, Ohio, in 1978.

Typical intellectual disbelief came in a commentary by Hilary Evans, editor of a British book entitled *UFOs 1947-1987*, who had requested an article by me for inclusion. I entitled mine *The Chase for Proof in a Squirrel's Cage*. Albeit in his own literary contribution, he debunked UFOs suggesting that most, if not all, might be an illusion of sorts, perhaps a result of mass psychosis or a social mental disorder.

Questioning the popular belief that a UFO cover-up existed, he took a swipe at my research papers. Thus, "... the crash/retrieval syndrome has brought forth a tantalizing quantity of intriguing testimony.

Unfortunately, every bit of it is either ambiguous or of uncertain provenance, and the possibility remains that it has all been fabricated by the alleged informants."

In the United States, as my five status reports progressed from 1978 through 1988, reviews from writers who failed to understand why many of my sources were anonymous were warm to cool to cold. However, people's rationales sometimes change. Jerry Clark, for one, editor of the *International UFO Reporter*, who had taken me to task in my early days dramatically switched, changing his views from skeptic to a believer. Thanks to Roswell, other writers have also mellowed. I no longer feel alone.

While I might feel relieved personally, it remains hard for me to believe that there is still a vocal contingent that follows the Phil Klass dictum which postulates that *unexplained* UFOs do not exist. Then there are others who will allow for an unidentified "nut and bolt" craft, but to them it is a secret U. S. aircraft of some sort - maybe something that the Germans developed during WWII. As the story goes, their top scientists who had experimented with a disc-like craft, were whisked away from their labs in Pennemunde when the war ended and smuggled into the United States (Project Paperclip.) While testing their machines, so the story continues, some aborted and crashed. Thus, the crashes near Roswell

and so on. All skeptics dismiss out of hand any notion of an extraterrestrial visitation as astronomically improbable, if not impossible.

In the forefront is astronomer Carl Sagan, Ph.D. For public consumption, he takes a dim view of the alien UFO from outer space. Space flight from any star system, he avers, is next to impossible and he uses figures in the "*billions and billions*" to establish rules for its incredulity.

Extraterrestrially speaking, Jacques Vallee and Allen J. Hynek (both astronomers), also have spoken Saganese publicly. But the origin of their UFO, because of its paranormal behavior, is even more exotic. To explain these anomalies, they seek answers in extra-dimensional or in other parallel realms. While these erudite rationales might be mumbo jumbo to the general public, it is the kind of mystical package that has opened the eyes of many UFOlogists - especially those frustrated after years of waiting for proof of extraterrestrial visitors.

I do not close my mind on the Vallee-Hynek rationale. I, too, wonder about some of the alien "high strangeness" actions, but I can just as easily attribute these anomalies to an extraterrestrial control system, or the ability of the alien mind to overpower its human counterpart for whatever purpose. Whenever I think of the options, the pros and cons of origin, I always think of Hynek. What did he really think?

### MY HYNEK CONNECTION

Championing the UFO cause, after overcoming his "swamp gas" stigma while a consultant with the U. S. Air Force's Project Blue Book, Hynek set up the Center for UFO Studies (CUFOS) in Evanston, Illinois. After the great 1973 flap, when I still had access to many significant UFO happenings, I had reason to call Hynek on many occasions to share or exchange information.

We met for the first time in Columbus, Ohio, in 1974, at the Marriott Hotel. In his gracious way, he extended a welcome to assist him with his new project and in more confidential tones, he told me that he still had contacts at Wright-Patterson AFB where he visited periodically. he gave no details. I explained again that I had good contacts nationally by Wats line and if any news of importance came my way that I would keep him informed. We departed mutually satisfied that we would be working together instead of at opposite poles.

Notably, when I began my research into UFO crash/retrievals in 1976, Hynek showed a keen interest. I called him when a new firsthand source surfaced and he often would call back to check on my progress. I never gave names on the phone or in writing, and this I felt had become an irritant to him.

On July 29, 1978, I was a guest speaker at the MUFON 9th Annual Symposium in Dayton, Ohio. For the record, other speakers were Ted Bloecher, Richard Hall, Major Donald Keyhoe and J. Allen Hynek, Ph.D. My subject of my own choosing was UFO crashes and recoveries. Its title was *Retrievals of the Third Kind: A Case Study of Alleged UFOs and Occupants in Military Custody*.

Nobody knew what kind of material I had in my lengthy report and I could feel the tension as the media pressed in for quick on-the-spot interviews looking for a scoop. Also, I was ill at ease when it became obvious that I was being watched by "company-type" people in the lobby, on elevators and in the men's rooms. I thought I knew why. Unknown to anyone at the conference, except one person who claimed he was an intermediary for a CIA person (not present) - who the day before had advised me that if I had any information relative to a UFO crash in Mexico and a vague reference to an event in West Germany in my paper - that I had better delete them. He also advised me not to make any disclosures on UFO technology and that Russian agents might be present. He also warned me that there could be trouble. Chilling notions twirled in my head as I strode up to the podium. Turning once to look back, I caught a glimpse of my wife, Dell, and my son-in-law tom Stegmaier, sitting midway in the auditorium seats. And I saw Major Keyhoe give me a V for Victory sign (with his fingers).

Dr. Hynek was slated to deliver his paper entitled, *UFOs As A Space-Time Singularity* in the late afternoon. He was in St. Louis, I had learned the night before, and would fly in on time to meet his schedule. But to my surprise, he had changed his schedule: he was sitting five rows back from the stage when I commenced talking. It was mid-morning and my presentation, which included a tape from a crash witness and a guest appearance by Robert Barry, went on for more than three hours.

Fatigued, I was lifted by loud applause. Then, suddenly, there was a commotion beneath the stage. Men, bearing arms and barking orders into walkie-talkies, pushed away people trying to file up the stairway to see me. Others still seated or standing in the front rows, looked stunned. For

sure, there was an emergency. I thought, maybe a fire. Then, two armed plainclothesmen leaped up onto the stage and whisked me away from the lectern and out through a rear door.

"Your life's been threatened," shouted one who promptly identified himself as a Dayton police officer. In the quiet of a corridor that led us to an exit, he explained that the police had received word of two threats - one made by phone during the night and another in the lobby just before I went on stage.

As I was led through an outside garden path to the Stouffer Hotel, where I had lodging, other plainclothesmen joined in the escort. Identifications, inside large black wallets, were shown to me, but I gave them only a cursory glance. My mind was elsewhere.

Part 2: *UFO Crash/Retrievals: The Inner Sanctum - Status Report VI*

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**Len Stringfield - continued:**

**Cloak and Dagger Drama at MUFON Conference,  
Dayton, Ohio, July 29, 1978**

After a brief interlude with TV newsmen for a prearranged interview and still under heavy guard, I was taken to my room. Before I could order a sandwich, I was told that I was being transferred to another room. Out went my luggage and in came a lady's wardrobe on a pushcart. Fast work, indeed. Before one of the plainclothesmen departed, he advised, "Stay in your room until notified."

Minutes later, I was visited by my friend with the CIA connection. Concerned by the threats, he phoned his contact and was reminded that he had been advised there would be trouble. No further explanation. About 15 minutes later, another visitor with official credentials joined by a known friend in research, requested a copy of my paper and the tape of the UFO crash witness. Still later, I learned that one of my medical informants, associated with the doctor who had performed an autopsy on an alien body, came to my vacated room and left a note under the door which was never delivered.

After more than two hours, hungry, and flustered by my isolation, I left my room to join my friends. Speculation about the events of that day, July 29, 1978, (at the MUFON conference) was at a high-pitch - without answers.

Later in the evening, I happenchanced to meet J. Allen Hynek in the men's

room. I remember my comment: "Well, I did it for better or for worse; what's next?" He replied cryptically, "It's like the inexorable flush of a toilet; you're now committed."

Several days after the Dayton experience, I learned from the CIA person in the usual indirect manner, "If Stringfield had said certain things about crash and retrievals, Hynek would have taken over." I tried to find out more, but without success.

Many questions to *this* day remain unanswered about the events of *that* day I formally introduced UFO crash/retrievals to research. Mainly, who was the culprit who made the threats? Was he a loner with a mental problem? Or a "plant" from the Inner Sanctum's special goon squad?

But what of the advanced warning by the CIA person who predicted "trouble"? Were "they" fearful that I would make some sensitive disclosures? But if that were the case, why had they not taken stronger measures to prevent me from presenting my paper before I went to Dayton? Or why had they not told me about the threats on my life before I went on stage, hoping that such a tactic might scare me into a senseless silence?

And who was the lady that was willing to change her room to mine at Stouffers? Was she informed of the reason for the change? And if she did know, did she have any qualms about the danger of being bombed? And what did she do with the note addressed to me that was put under the door? She certainly knew her old room number which was room #1210. Very strange unless she, too, was a part of an orchestration.

To speculate further, were the threats and subsequent Dayton police action and the assignment of a personal bodyguard to watch my every move day and night until my departure, a window-dressing stunt perpetrated for a longer range purpose on orders from the orchestrators - or shall we say, the Inner Sanctum? Was it all a means of intimidation to scare me out of crash/retrieval research? Of note, there were more threats to follow me at my home in Cincinnati. Twice I got phone calls from a low monotone voice warning me that I would die if I continued my research. Also, I had received two postal cards from an anonymous source in New York with drawings of a human skull and crossed bones - in red ink yet. The messages were brief: Get out of the UFO business!

And now, for a little speculation on the lighter side - away from the cloak and dagger kind of mischief. After the disturbance, I recall that rumors were rife that the threats could have been a caper pulled off which got out of hand by one

or more buffoons within the local sponsoring group, the Ohio UFO investigative League (OUFOIL). Several researchers who were present point out that they believed part of the plan to stir up controversy might have been demonstrated by one of the OUFOIL's members who paraded around the auditorium dressed like a little green man.

In summary, the case is closed. It is now history. But apart from all of its spooky aspects, I'll always wonder why Hynek got to Dayton ahead of schedule and will also wonder about the remark made by the CIA contact that Hynek was there to respond to any of my 'hot stuff' disclosures. Apparently, I didn't have the hot stuff.

Through the course of time, I had several occasions to meet privately with Hynek - once at his home and once at mine. Whenever he came to Cincinnati on business or to visit a "favorite" aunt in my city. Our main subject: crash/retrievals. He wanted names and details. I gave details but no names, insisting that I could not compromise the identity of my sources who, for their own security, preferred anonymity. At restaurants, he would often acquiesce with an understanding nod and then stare down at his plate in long silence. Perhaps he gave thought to his own position relating to sensitive matters. I recall several times that I asked about a UFO military case and got no reply.

Whatever was behind Hynek's zeal to get crash/retrieval information, he always maintained in my company the aplomb of a diplomat. His warmth and wit were indeed winsome.

## Astronomer J. Allen Hynek and Project Sphinx

In June 1980, I released *The UFO Crash/Retrieval Syndrome, Status Report II* which was a continuum of witness reports from new sources, including a letter I had received under special conditions from a medical informant who described the alien anatomy. Published by MUFON, to whom I had relinquished its financial proceeds, it got good reviews in friendly quarters and according to MUFON Director, Walt Andrus, got brisk sales.

When Hynek received a copy of the galley proofs, he called to extend his compliments for a "job well done;" but again, he lamented the fact that my credibility was suffering by not releasing names of my sources. And once again, I felt cornered. My voice probably echoed my reluctance to even discuss the issue. But he tried to ease my discomfort. In his diplomatic manner, he wondered if there might be a "discretionary" way that could be handled to the

satisfaction of the sources and myself. He hinted at some possibilities and promised to be in touch soon. A few weeks later, he called again. This time he offered his concept of a discretionary plan that would basically provide credence to my anonymous witnesses, especially when I faced the media or was interviewed on radio or TV talk shows.

According to the plan which I dubbed Project Sphinx, Hynek would be privileged to know the names of my C/R sources and their full disclosures. The key to its success, he stated, would rest on the integrity of a third party who would be included in the "know all, see all" plan. To my surprise, he named one of the most renowned of astronauts and, lo and behold, according to plan, I could refer to his name during interviews as having knowledge of any and all of my anonymous sources. According to Hynek, the astronaut had already reviewed the galley proofs of my new status report and would reply in due course. The full disclosure papers, said Hynek, would be stored in a vault of a Cincinnati bank with access limited only to the three persons named. Alas, credibility!

Needless to say, I was honored. And needless to say, I felt a choking sensation wondering what the reaction would be to the offer from some of my more sensitive and trusting sources. I had already a sample of a negative response when I requested an affidavit from an Air Force officer who had witnessed firsthand three alien bodies at Wright-Patterson AFB in 1953. When I asked for a posthumous statement, his response was that he would have to check with his security officer. The terse answer: "You have seen nothing, heard nothing, and you sure as shit can sign nothing."

Even in a more sensitive position were the medical specialists: one was a hematologist who had performed an autopsy on an alien body in the early 1950s. The other, his colleague, was a biochemist who had studied specimens under glass. It took almost a year of "negotiations" with them before I could obtain a "cleared" statement on the alien anatomy for publication in my *The UFO Crash/Retrieval Syndrome* and, knowing little or nothing about the depth of their secret work, how could I present a case for them to compromise their positions? To this day, I am not in the clear to disclose the name of the hospital in which they worked or even the name of the city in which it is located. To breach this trust could jeopardize the safety of myself, the two doctors and others who have counted on my allegiance. I expected some restless days awaiting word from Hynek to get the astronaut's answer and to ponder my response.

Project Sphinx failed. It never got off the ground. Hynek called and related

reluctantly that the astronaut had new and demanding obligations in another state and did not wish to get involved in the proposed program. Hynek also mentioned that the astronaut had some reservations about some of the cases in the status report, which I could understand as I, too, was aware of some questionable items. Unfortunately, I'll never know any of the specific cases or details that he held in "reservation" or those which he believed to be acceptable. I do know that Hynek and the astronaut were friends and got together on fishing trips. I also know from other sources that the astronaut did get involved in a business venture and changed his place of residence.

## Pilot Carl Madeley's UFO Information

Going back to Project Blue Book days when Hynek provided conventional answers to explain away UFO sightings, I cite evidence that he was involved in the investigation of UFO incidents of greater significance than a hovering light that suddenly shot away at fantastic speed. One case in point is a taped interview by John Lear in 1987 with pilot Carl Madeley who described his close encounter with a bright red ovoid object about 50 feet in diameter while flying enroute from Houston to Las Vegas in 1967. When I called Madeley for confirmation and details, he said the object that paced his Lear jet over Arizona was confirmed by radar at the Albuquerque and the Los Angeles Air Traffic Centers. Each advised that they were monitoring his flight and the UFOs. He later learned that the captain of a National Airlines DC-8 had also witnessed the object. Madeley said that the object turned green during its acceleration toward the Pacific Ocean where it disappeared.

According to Madeley, a scientist friend reported the incident to Dr. Hynek who flew to his home in Texas for a debriefing. Of note, Hynek included Madeley's encounter in his book, *The UFO Experience* (see pages 82 and 83).

## Did A UFO Cause the *Aurora 7* Panic When Astronaut Scott Carpenter Was "Lost" on May 24, 1962?

During the interrogation, Madeley said that Hynek told him that on one of the Gemini two-man space missions, the craft was paced by a UFO for one entire orbit forcing the astronauts to abort their flight near the Grand Turk Island in the Caribbean.

Debriefed by astronomer J. Allen Hynek who was flown by the USAF to the rescue aircraft carrier, one astronaut was in a near state of panic. This misadventure, of course, was never revealed publicly. According to Hynek, said Madeley, there was fear that the public would panic if all the facts about UFOs were made known. He also told Madeley that although he could not prove it, the belief in official circles was that the UFO came from outer space and he named several star systems as likely candidates of origin. "They're way ahead of us in technology," said Madeley, quoting Hynek, who compared them (non-humans) to us when we view the monkeys at the zoo.

In retrospect, Dr. Hynek throughout our relationship - since he instituted the Center for UFO Studies (now The J. Allen Hynek Center for UFO Studies, CUFOS), has posed a few puzzlements for me. However, despite rumors of his implication in undercover work for the U. S. Air Force, or the CIA, I personally have no evidence to suggest that he was, or that he interfered with my C/R work. In fact, on one occasion when I made the remark that my work in the C/R sector was not really research in its purest, clinical sense compared to the urgent study of abductions, he replied, "Indeed, your research is very important."

On the other hand, while attending a CUFOS conference in Chicago, he did remind me that the notoriety given to my claim of alien bodies stored at Wright-Patterson AFB haunted him wherever he made a public appearance. At the same conference, one of his close associates took me aside privately to relate that I "take under advisement" the serious distractions my work had caused to the operations of CUFOS. He particularly cited a set of photos showing alleged alien bodies inside a glass case that I had announced having in my possession at the MUFON Symposium I attended in 1980 in Houston, Texas. Looking only briefly at a set which I brought with me, he concluded they were fakes. I agreed that they probably were, but in my opinion they deserved further analysis. I further explained that I was investigating not only the genuineness of the photos, but other material I had received from the same sources. It was not long after our meeting that I concluded that the tainted photos were a "part and parcel" of a well-orchestrated disinformation ploy. If they were given to me to "muddy the waters" of research or to discredit me, they were certainly successful - at least for a brief period. More on this photo business later in this status report.

On still another occasion, Hynek made the point - and I think my quotation is reasonably accurate: "You, Len, can say whatever you wish about crashed alien UFOs publicly, but I can't. I'm a scientist. I'd be an instant outcast in my profession if I came out in the open in your support."

My last interchange with Hynek was February 8, 1984, when he and I were guests on the Allen Hendelman radio talk show out of Raleigh, North Carolina. When Hynek was asked for a comment on my C/R work, he said, "Len is a careful, assiduous and extremely honest man. There are many straws in the wind to back him up, but I do wish he weren't such an honorable person so that he would release names to make his stories credible."

To me, Dr. Hynek was a kind, perspicacious, witty, well-spoken and adroit scientist. The people who pulled the strings in the Inner Sanctum knew those virtues (in him), too.

In his passing in 1986, Hynek's last words reputedly on the subject to which he was so dedicated officially and at CUFOS were an expression of disappointment. He felt that he had been "used" without ever being told the truth behind the cover-up. There is a commonality in the feeling of being "used" in this business.

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## Part 3: *UFO Crash/Retrievals: The Inner Sanctum - Status Report VI*

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### **Len Stringfield - continued:**

Roswell is a small town's name in New Mexico, adjacent to the old air base known as Roswell Air Field to its south. Both town and base are 75 miles away from the Max Brazel ranch near the still smaller town of Corona. There, allegedly, an alien saucer with its crew crashed on July 2, 1947. (Dates vary). Niceted in history because of that event, Roswell will become even more enshrined when new evidence will be released in 1991 in two books. One entitled, *UFO Crash At Roswell* is co-authored by Don Schmitt, Director of Special Investigations for CUFOS, and Kevin Randle, Captain, USAF Reserves. The other is by scientist Stanton Friedman and aviation writer, Don Berliner. All four are battle-tested UFO researchers. And lest we forget, it was Bill Moore (and co-author Charles Berlitz) with Stan Friedman whose spadework investigations put the "Roswell Incident" on the map in a book of that title published in 1980.)

As a specialist in crash/retrieval research, one might ask: Why not publish a book on Roswell by Stringfield? Frankly, I didn't do all the necessary field work like the others to qualify. However, I have played a backseat role in the gathering and release of new material from sources such as Sappho Henderson; Beverly Bean whose father, Sergeant Melvin Brown, was a member of the 509th retrieval team; and "Tim" which will be used by my contemporaries to mesh in sequentially with theirs.

I begin my Roswell discourse with the Hendersons: the husband was the late

Captain Oliver Wendelle Henderson known as "Pappy" among his crewmen in the 509th Bomb Wing and Sappho, his wife. In separate ways, each gave research not only new information about the incident, but for me, a new morale lift for my own endeavors. It was Pappy who transported the "wreckage" of the downed saucer from Roswell to Wright Field in 1947. Sappho, alas, knowing his secret, shared it with me for release in 1988 - *with her name* in my *Status Report V*. At first unwilling to go public with her address and phone number, which of course I respected, Stan Friedman who was chagrined at my loyalties managed to track her down, convincing her to appear on TV's *Unsolved Mysteries* September 20, 1989, for her insight commentary as part of the re-enactment of the incident. I'm glad for the enterprising Friedman and the credibility of Sappho for bringing in new sources.

There is more to the Henderson story - new backups. One is a dentist and former Navy officer with whom Captain Henderson in a one-to-one exchange related their UFO experiences. The dentist, Dr. John Kromschroeder, who had witnessed a large orange globe hover over a fleet of warships at a Naval station off coastal California during the Korean War in 1951 told me during a phone interview on February 4, 1990, that he regrets he did not press for more details about his friend's experience when they met in 1977. But he clearly recalls Henderson talking about his flight to Wright Field with the saucer wreckage. He also recalls his comment that bodies were retrieved, but is not sure if he said he had seen them.

Another backup is Vere McCarthy, formerly a first lieutenant who served with Henderson as bombardier in 30 missions in the 446 Bomb Group of the 8th Air Force in WWII. When I phoned McCarthy, who had retired from the military as a captain following the war, he verified that he heard *firsthand* his friend's testimony about the secret flight to Wright Field. Remaining the best of friends after the war, he remembers getting a copy of a letter from Henderson of his commendation from General Spaatz and making mention of his new responsibilities and a special security clearance. Said McCarthy, "Maybe that was the reason he was chosen to fly the sensitive material to Wright Field. Although we reunited on a number of occasions, we never discussed Roswell until we met in Nashville in 1982. In his hotel room when five of his old crew got together at our air division reunion - and making sure that our wives weren't present - he told his tory but did not go into much detail."

I asked McCarthy if his former pilot had mentioned seeing the bodies, but he did not recall him saying that he did and added, "However, he did say something to the effect that they were badly deteriorated from exposure and gnawed at by predators." McCarthy also recalls Henderson's comment about a

*civilian agency* that took jurisdiction over the case from the military, but he did not name names. (More information will be in *Status Report V*, Case 10, initial reports regarding Henderson and other Roswell informants.)

My source for sharing this segment of Roswellian backup is John Reynolds, a long-time correspondent and a vet from the old NICAP days. I received the following notes from Reynolds, May 2, 1990, which I have edited on his request to shield the identity of his source of command rank who, during their interview, brushed aside most leading questions because of the subject's Secret classification. The source will be called Jack.

**John Reynolds Notes from source, Jack:** "He affirms awareness, from fellow officers, of the shipment of a large crate on a flight piloted by Pappy Henderson whom he knew personally. Jack slated the reason Pappy made the flight was because he was the senior pilot at Roswell.

"When I first brought up the Roswell crash, Jack immediately said, 'Which one?' He was very evasive after that statement. ...It was a rhetorical cat and mouse game. I came away feeling he was honestly trying to help me understand the situation which he knows a lot about, but could not reveal in a direct manner."

**Len Stringfield:** "Which one?" coming from a source in-the-know is a question that behooves Roswell scholars to dig deeper as new reports surface to suggest that possibly more than two crashes did occur in New Mexico in the 1947 time frame. Also challenging is the number of flights from Roswell with secret cargoes to other air bases and installations following the crash of July 2, 1947 (date could be July 3 or 4) on the Max Brazel ranch. Apart from the established Henderson flight to Wright Field and another with Major Jesse Marcel aboard a B-29 full of debris that he gathered on the ranch site, there are enough facts and rumors to believe that as many as nine secret flights between July 8-9, 1947, including a B-29 transporting a crate (that) possibly contained the retrieved bodies to an Army Air base in Ft. Worth, Texas. I have firsthand witnesses of this historic flight which follows.

### **"We Are Now A Part of History"**

Shortly after my *Status Report V, UFO Crash Retrievals: Is the Cover-up Lid Lifting?* was published in the January 1989 issue of the MUFON UFO Journal - with new sources that revitalized my interest in crash/retrieval research - Barry Greenwood, Editor of *Just Cause*, sent me a copy of a letter he had received

from a source of possible interest in my line of research. "It's about Roswell," he said, which I knew he viewed with some skepticism at that time and promptly sent me a copy and the green light to follow up.

On January 26, 1989, I contacted the source in a western state and in short time, he agreed to work with me. Preferring anonymity, we agreed that he would be identified as "Tim." Excerpts from his "introductory" letter follow.

**Tim:** "On this day (July 9, 1947), our crew had not been on the flying roster. We had accomplished our period of ground school in the morning, then went to the skeet range after lunch. The Aircraft Commander had broken 48 targets and I was next with 47 out of the 50. The Sergeant in charge of the range asked us if we had heard about the 'flying disc' that had crashed out in the desert. Twice more before leaving the skeet range, we heard reports of a spaceship with bodies inside that had been found on a ranch in the area. When the truck dropped us off at the squadron area, most of the other crews had been released for the day. The operations officer told our captain to keep the crew together because he thought he had a flight for us. We expected this was a last-minute test hop on a plane needed for the next day's mission. I loved test hops, for on many of them, the pilot would let me be the co-pilot and sometimes I would get to make a landing.

We were sent out to pre-flight our own airplane; we knew then it was no test flight. The pre-flight of a B-29 was a lengthy operation, requiring a visual pressure check of each engine's fuel system, plus many other details. An hour later, we were told to taxi the plane to the 'Pit,' a place where the atomic bomb was normally loaded. We were positioned so the front bomb-bay was directly over the pit which was covered with a large tarp. But no atomic bomb was in the pit that afternoon. When the canvas was removed by the loading crew, all we could see was a very large wooden box. We stood off to the side and were not allowed more than a glimpse of the loading process. The box was sitting on a platform of the type we often used on which to carry cargo. Once the load was secured in the bomb-bay, four military policemen went inside and took positions at each corner of the box. I think two of them were majors and one a lieutenant. The fourth man was an NCO. Three other officers of company and field grade were positioned in the forward and aft crew compartments. The officer crew members went to base operations for flight clearance and briefing. When they returned, only the bombardier was allowed to go in the bomb-bay and check the security of the load. The engineer and I had been given a cargo weight which I remember was no problem at all and no

ballast was required in the tail. So, my guess now is that it was less than five thousand pounds.

Once airborne, we were told the destination was the AAFB at Ft. Worth, Texas. By now, we were aware that this was no routine cargo mission. The rank and number of the MPs were clues that we had something important on board. One of our officers speculated that it was the household goods of some high-ranking ground pounder being transferred to Ft. Worth. This was a reasonable guess. I do not remember connecting it with the 'flying disc crash' story until we were on the way back. We left most of the security people in Ft. Worth. I think only one or maybe two came back with us. I do remember the strong lecture of this being a routine flight that we must not talk about. One of the crew, a very outspoken individual, said on the way home that we were now a '*part of history*.' He went on to say he knew it was the disc and remains of the flight crew because he had seen a man he recognized in the reception group. This man was a mortician by military specialty.

For weeks, rumors were plentiful and we were hard pressed to maintain the silence we had been ordered to keep."

**Len Stringfield:** If indeed, Tim's flight transported the bodies, then it fits well into the scenario that postulates that his was one among several missions from Roswell. But to prove it, we might never have access to official records for obvious security reasons - if they still exist.

According to Jesse Marcel, July 8, he flew in a B-29 to Ft. Worth. Notably, he identified his cargo - not as a crate, but as a "half B-29-full" of fragments he had collected from the crash site on the Max Brazel ranch. Once at the air base, his job was done. General Roger Ramey, in charge of the operations, released the story to the media that the downed saucer was actually a weather balloon and ordered Marcel to return to Roswell, which he did the following day on July 9, 1947.

Of significance, Tim remembers Jesse Marcel. To refresh his memory, Tim was sent a copy of the 509th Bomb Group 1947 Yearbook and he recalled Marcel's presence on the scene. But Tim is not sure where. Tim said, "It's possible that he (Marcel) was one of the officers to greet my plane at Ft. Worth, but my preferred guess is that he was on my return flight to Roswell." Based on known information, Marcel was probably unaware of the retrieved bodies at that time and would not have a need-to-know-qualification to greet the plane.

Crucial then, in coordinating the sequence of events, is the date of Tim's flight. Understandably, blurred by the passage of time and without any official 509th records to substantiate such a secret mission, he was at first uncertain of the date. "One clue, for sure," he said, "the weather that day was sunny and hot during a season known for its thunderstorms."

Then on October 5, 1990, Tim called. "I found my diary. It was the 9th (of July, 1947.) I found the dates of my flights out of Roswell, clearly circles on the calendar inside the back cover which backs up my log entries for July 4th, 9th, 26th, 28th and 29th."

**Part 4: *UFO Crash/Retrievals: The Inner Sanctum - Status Report VI***  
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"...A secret crate, a mortician to greet it on July 9, 1947,  
are each on its own merit strong evidence to support the belief  
that a B-29, #7301, transported the (non-human) cadavers  
to Ft. Worth, Texas, from Roswell, New Mexico."

**Len Stringfield - continued:**

Following are Tim's flight entries in his log for July 1947:

**July 4, 1947** DEH (C.A.A. station designation for Roswell) Ship 6291. B-29.  
Formation flight cross-country. Vicksburg, Little Rock, Tulsa, Amarillo and return.  
Holiday celebration. Flight time 9 hrs. 55 mins.

**July 9, 1947** DEH, Ship 7301. B-29. Cross country. Ft. Worth and return. Flight  
time 1 hr., 55 mins.

The next 17 days, Tim said, he and crew were in special training school featuring  
courses in Russian language, Judo, hand-to-hand combat, etc.

**July 26, 1947** DEH, Ship 430? (last number illegible). B-29. Cross country round  
robin to Atlanta and return via Houston. 10 hrs. 20 mins.

**July 28, 1947** DEH, Ship 6291. B-29. Cross country radar bombing. Omaha,  
Kansas City, Houston and return. Flight time, 11 hrs. 20 mins.

**July 29, 1947** DEH Ship 6291. B-29. Formation over Utah, live bombing. Flight  
time 8 hrs., 45 mins."

**The Key Date: July 9, 1947.**

For one thing it backed up the scenario that Marcel had returned to Roswell on Tim's  
flight. But, July 8 and 9 were days of other dramatic events linked to his July 9th flight to

Ft. Worth. During this period, a special detachment of 509th personnel from Roswell found four alien bodies about two and a half miles from the crash-site on the Brazel ranch.

In the short run, however, the exotic cadavers had to be protected under maximum security, preserved, photographed and crated for shipment out of Roswell. By the afternoon of July 9, while preparing them at the base hospital, a local mortician, Glenn Dennis, had been consulted about techniques used for hermetic sealing of a casket for frozen body remains. Hermetic or not, once crated, they boarded Tim's flight to Ft. Worth. Final destination, probably Wright-Patterson AFB.

"Everything about the flight was unusual," said Tim. "We flew at an unusually low level and so tight was security, we knew that the crate contained more than the general's furniture." It was made of wood, he said and was unpainted and unmarked as though hastily constructed. Fitting snugly into the bomb-bay, its approximate size: 5 ft. high, 4 ft. wide and about 15 ft. long.

Beyond the suspicious cargo requiring extraordinary security measures at Roswell and Ft. Worth, the strongest factor to support Tim's belief that his plane carried the bodies is in the happenstance of a fellow crew member, Captain FM, who recognized a former school chum among the contingent of greeters at Ft. Worth - a mortician! Tim remembers FM's comment, "We are now a part of history."

I was in frequent touch with Tim by phone and by mail as we tried to resurrect, through his recall, more details of his experiences and observations and to make his "historic" flight fit into the whole Roswell fabric of events.

As more and more people with Roswell connections were surfacing and willing to "go public," the Fund for UFO Research (FUFOR), a Washington, D. C.-based non-profit educational organization, emerged with a plan to do just that - go public! According to an announcement by Fred Whiting, the group's public relations consultant, a meeting would be held in Washington for one and all to attend for on-camera "depositions." I was duly notified to bring my source, namely Time, and that all expenses would be paid. I liked the idea and so did Tim who would bring along his son. Eventually a date was set in July 1990.

But suddenly, there were signs of strangeness. For one, I had requested of Tim that he send me copies of his diary pages which logged his B-29 flights out of Roswell. The package never arrived nor was it returned to his given address. During the same time period, Tim got an inordinate number of pestering phone calls, some from sales people wanting to demonstrate their wares in his home which in his state is against the law.

Already disturbed by this abnormal invasion of his privacy, Tim recounted another incident by letter of June 20, 1990, which we both agreed delivered a "message," quoted in part as follows:

"My second (suspicious call) was in the mid-morning and it went through the usual spiel of solicitation and back-slapping. It was a woman and I caught only her first name, Andrea, and something about a museum of technology. She aid she was compiling a series of combat crew stories from USAF units in SAC from 1946 to

1953 during the piston engine era. She was aware that I had written and published some stories in Western Flyer. She wanted to know if I could help her with an article on the B-52 bomber. At that point, I felt it was time to be careful. I told her I had never flown in the B-52. She said, 'Oh, well, perhaps you have some interesting stories of other types. How about the B-29s?'

"I became sure that I wanted no part of whatever she was up to. I said it would take time to come up with something and asked her to give me an address to which I could mail in a synopsis. Then I said, 'I charge eight cents a word.' She then said that it would be better to just discuss it over the phone since my information might not be what she could use anyway. I told her I did not work that way and asked to speak to her boss. She hung up."

Some sinister force in the shadows seemed to be closing in on Tim. The purpose was still vague, but I, too, felt that the "Andrea" call was one more link in a plan to make Tim think twice about his role in Roswell affairs. Bewildered and feeling concern for his family, Tim canceled plans to go to Washington.

The main gathering in Washington, D. C. and subsequent meetings in the United States of Roswell-connected people in the summer of 1990 were a success. The on-camera "depositions" were impressive and credit must go to the Fund for UFO Research for a job well done. I called Fred Whiting and told him that I had plans to get Tim aboard later and he assured me that the expenses to meet him privately would be covered.

When I checked with Tim later, he said that the "invasion" of weird calls had abated and, yes, he would consider meeting me in Cincinnati. Reaching Don Schmitt, he also agreed and, yes, he might encourage others still willing to go on camera to join in. The date was set for September 14, 15, and 16, 1990.

But the same *shadow* that I assumed guided Andrea, somehow knew my plans for Cincinnati; this time the voice that called Tim at 10:45 a.m. on August 15, 1990, went by the name of Vard Jacobsen. Identifying himself as a member of the *American News Release Syndicate* and boasting that he had been published in several electronic "journals," including the *Allegheny Review*, Jacobsen said that he was looking for writers like Tim to contribute an article on electronics. Tim was quick to relate that he was no expert in electronics and his knowledge was limited to processing electrical equipment in a large well-known firm. Tim also told Jacobsen that he had a "gimmick" patented in his line of work by that company. Jacobsen's response, 'You're just who we're looking for!' Then, according to Tim, he said that he was aware of a person named 'Hall,' who into UFOs wrote an article on electronics and that he knew a general who worked at White Sands and then came the clincher. He would be in Tim's city on September 14th through the 16th to talk business. 'We should get along very well,' was Jacobsen's final comment.

On August 21, 1990, Tim wrote me the following letter, quoted in part:

"...Things we have discussed on the phone (proposed meetings) are suddenly in public domain, or so it seems. That is, unless you are a close friend of Vard Jacobsen. After his call, I sought advice from a person who has reason to know and he told me to back off from any and all commitments and gave some good reasons. He is sympathetic to our beliefs, but strong in his opinion that in my case, it is best

to say nothing, particularly right now. ...I think we, you and I, plus others are getting too close to somebody's cookie jar. ...Anyway for the time being, I must withdraw from the search. I will not make the trip."

The voice of Vard Jacobsen was real, but his credentials were phony and his plan to visit Tim o September 14-16, 1990, was a calculated lie. Jacobsen somehow knew by a bugged phone or by some intelligence grapevine that the dates July 14, 15 and 16, 1990 were those that Schmitt and I had arranged to meet in Cincinnati.

In retrospect, once when Schmitt and Randle visited my home to update our findings on Roswell, I dialed Tim's phone number (which I kept confidential) to allow Schmitt to get firsthand answers to his own set of questions. This was my gesture of sharing to build a two-way trust and to establish the fact I didn't invent Tim. But, to be paranoid for a moment, sometimes sharing sensitive information on the phone can also be bugged which I suspect might have happened on that day we talked with Tim. At that time, Tim was a key, pivotal figure who knew the names of others on an important flight from Roswell.

Reaching Tim that day, his first response was to relate that he got a chilling call a few days earlier from an anonymous male source who curiously addressed him by his formal first name, but one he rarely ever used in normal daily life. Curly, he asked, "Are you interested in the Roswell case?" Tim said he acknowledged his interest, admitting that he was stationed there when the story of the crash was news. The phantom caller then advised that he check on the military policeman involved in the case who committed suicide six months later.

Were others in Tim's flight affected by phantoms? The wife of one in El Paso, Texas, tracked down by Schmitt, refused to discuss her husband's 509th activities when Kevin Randle called. I called later, telling her that I knew a close friend of her late husband (who - she admitted - had passed away six months earlier.) Her angry answer: "I don't care to discuss his activity with you or anyone else." Bang (down went the phone)!

Later after locating the bombardier, FM - the officer who had dubbed the flight as "historic" - I asked Tim to follow-up. According to his log, he called five times and finally on the sixth try, a young lady answered and questioned if he had the right number. Tim did not give his name, saying only that he wished to talk with his old friend with whom he had served in the 509th. Abruptly the voice said, "No," and she hung up.

The names of all the crew members aboard Tim's flight that he can recall are known to me, which I gave to Don Schmitt. In our cooperative efforts, Don offered the ways and means to track the names down to their current status and location. Most were deceased, including the pilot who died in a plane crash two years after Roswell. One crew member, however, willing and able and so far unbothered, was reached by Schmitt, Randle and me. He was the B-29's gunner, Staff Sergeant Bob Slusher.

Slusher's recall of the secret flight to Ft. Worth was our bonanza. He remembered all the important details: the wood crate in the bomb-bay, its size (which conformed to Tim's estimates), the tight security at Roswell and Ft. Worth, and even the vivid scene in Ft. Worth of the bombardier, FM, meeting his old school pal among the official greeters - the mortician. "I can still see them," he said, "shaking hands and hugging."

Slusher also remembers Major Jesse Marcel being aboard his B-29's return flight to Roswell on same date, July 9, 1947. "No doubt about it," he told me. "Jesse Marcel was on our plane. He spent most of his time in the cockpit."

Needless to say, a secret crate, a mortician to greet it on July 9, 1947, are each on its own merit strong evidence to support the belief that a B-29, #7301, transported the (non-human) cadavers to Ft. Worth, Texas from Roswell, New Mexico.

**Part 5: UFO Crash/Retrievals: The Inner Sanctum - Status Report VI**  
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**Len Stringfield - continued:**

**THE BLUE ROOM**

Now, we take another step into the "breached" Inner Sanctum's wall. For this report, we recapture the experience of one person with the right access clearance to a "Blue Room." Its location is secret. The room was a veritable museum holding the artifacts of crashed saucers and the *retrieved cadavers from Roswell*. My cooperative, but cautious, intermediary is a retired Army officer of high rank who got the information firsthand from an equally cautious source. I have edited the following report, as requested, to conceal the identification of both my friend and his source.

**Retired U. S. Army Officer:** "I will describe this to you as it was told to me. My source sometime ago related an incident to me that leads me to question the 'official' government position on their research into UFO/IAC activity.

In 1955, as a scientific research analyst, he was working in Texas upgrading several radar installations. His main duties included the supervision of upgrades and field testing of new equipment. He had from time to time been called in to investigate 'bogies' encountered by various groups. This apparently led to the following incident.

One evening during dinner, an MP (military police) pulled into the drive and informed him that he had to go with him. This was not an unusual event and he thought nothing of it at the time. As was typical, he was not allowed to pack or was he informed of his destination or the duration of the 'trip.' He was taken to a local AFB and there held in a secure area with others involved in various fields of technical research. Many of these individuals were known to him and numbered in the mid-twenties.

The first order of business was the signing Secrecy Non-Disclosure papers. Again, none of this was out of the ordinary as he had been involved in compartment-tinted

missions since his day in the Navy. They were told that the purpose of the mission would be discussed only when they arrived on site and there was to be no discussion, even among themselves, until so ordered. This is when the tone of the situation changed. Their pockets were emptied into marked envelopes and they were frisked. They were then led to an aircraft and seated along with armed military guards. My source related to me that he did not recognize the insignia on their uniforms and it consisted of numbers only. None of the guards had ID labels on their blouses and none of them spoke to the passengers for the duration of the flight.

Just before landing, they were each given a black hood and told that removing them before told to do so would result in 'never being seen again.' When asked if he was kidding, the Colonel in charge merely said, 'Try me.' After the plane landed, they were told to don their hoods and place their hands on the shoulders of the man in front of them. (He could only guess at the flight time because their watches were confiscated before departure, but felt that it might have been about four hours. Then again, he said they might have just flown around in circles for some time.)

As they de-planed, he could see the ground by tilting his head down. He noticed that as they left the runway, the area was 'sandy' and the air felt like the coolness of a desert evening. The shadows he could see on the ground led him to believe that it was indeed night (further accenting his sense of elapsed time), as there were shadows apparently cast by artificial lighting. As they were led, he tells that two of the men had evidently raised their hoods and were told, 'You shouldn't have done that.' He heard what he thought were handcuffs being ratcheted and the men led away. (Two analysts that he had worked with who had been at the airport were indeed never seen again and their families moved away before they returned home. Any questions regarding their whereabouts were answered with, 'You want the same thing?').

After a short walk, they encountered concrete and as they stopped, he heard a hangar door brought down behind them. After a muffled discussion between two disembodied voices (one quite angry, after being told 'there were two violations' and that 'no, they wouldn't be included or questioned.') they were told to remove their hoods. At this point, my source's voice always quivered when he tells the story (he has told it to me on five occasions without change and so far as I know, he has related it to no one else.)

When they removed their hoods, they were inside a converted aircraft hangar in which floor and walls were entirely painted blue. Around the room were tables, shelves and fixtures holding thousands of artifacts, none of which were immediately recognizable. They were told that they were to study each object and determine its purpose, operating parameters, and whether or not it could be duplicated. Looking back, he now recognizes many things such as lasers, integrated circuits, printed circuit boards of now commonplace design (including microprocessors and surface mount components).

They were on site for approximately four days, took their meals and sleep there. They were allowed to ask any questions necessary to complete their task, and the 'curator' (as he described himself) was pleased when one of them finally asked where the artifacts came from. They were led to a small locked room that they had

heretofore not seen, and were shown four large aquariums filled with a pink solution, each containing a small body of gray skin, oversized cranium, huge eyes, no hair. In the back of this room were pieces of metal, ranging from slivers to very large twisted chunks. The curator then related the story of the Roswell crash.

When they had been debriefed days later, they were told that they could return any time and discuss the objects with anyone as long as it was done in a hypothetical sense and no identifying data were disseminated. A year or so ago, he contacted this group and asked if the offer was still good. He was told that indeed it was and that the collection had grown tremendously. The philosophy was that no one would believe the story unless supporting evidence was included and that would result in dire consequences."

## **THE ROSWELL BITS & PIECES**

Since the Moore and Berlitz book, *The Roswell Incident* (1980), I have received a number of letters and phone calls from low-profile sources who offer cryptic morsels about the Roswell affair. Some, as I recall, were allegedly firsthand, though most were through the grapevine. Most all were not heard from again. That's normal, regardless of the topic, in this business. As one researcher, Paul Smith of Riverside, California, told me in his letter of February 20, 1984, "I find it interesting that people are willing to offer tantalizing tidbits to the UFO puzzle, but when it comes down to show and tell, it's 99.9% tell, but no show."

One letter, however, is worth quoting in part for a couple of reasons as it refers to Roswell and to Dr. Hynek. It came to me from Chuck Harder, commentator for the radio program *For the People*, aired nationally from Cedar Key, Florida. Signed by Norman Richards, the letter at first recounts a UFO sighting over Japan in August 1947, by many members of his regiment of the 25th Tropic Lightning Division. He goes on to say that General Douglas MacArthur ordered an investigation. According to a story later published in *The Pacific Stars and Stripes*, the "huge silver disc" remained unexplained. Richards then goes on to relate:

**Norman Richards:** "In 1950, I was in the ROTC program of the Air Force at Indiana University. We were sent to Lowry Air Force Base for six weeks training that summer. One day, we had a lecture by a colonel from Wright-Patterson AFB. He outlined many changes and new experimental aircraft being tested. During the question and answer session, he was asked if UFOs were real. He got very excited and said we had better believe it. He went on to tell us of the crash and retrieval of the parts and the humanoids found at the site. He said they were under investigation at Wright-Patterson after being flown from Roswell, New Mexico. The pieces were of a material unknown to us - the humanoids he described were much like those depicted on the TV show, *Unsolved Mysteries*.

"I was in Lubbock, Texas, in the year the Sputnik frightened the world. One night, a UFO landed between Lubbock and Amarillo. Many police, elected officials and other reputable people reported what they had seen on local radio, TV and in the newspapers. I corresponded with J. Allen Hynek at Northwestern University and he wrote me *confirming all three occurrences*. (Italics mine, Len Stringfield).

I prefer to believe that Hynek was being over-graciously accommodating if, indeed, he had "confirmed" the Roswell bodies at Wright-Patterson AFB. I have no address for Norman Richards for a follow-up.

And finally, a word from an investigative journalist, Jim Marrs, author of the book *Crossfire*, published in 1989. This popular book ties together all the loose ends of evidence about President Kennedy's assassination and leaves little doubt about a government cover-up hiding the real facts.

Learning of Marrs's more-than-casual interest in UFOs from researcher William Jones of Columbus, Ohio, I called the author for details. His letter of April 1, 1991, is quoted in part, as follows:

**Jim Marrs:** "... I was aviation/aerospace writer for the *Ft. Worth Star Telegram* from approximately 1970-1980. During this time, I also was the primary writer on military matters. During this decade, on at least two occasions, I met men who claimed to have been stationed at Ft. Worth Air Force Base in 1947. Both men told me how the rumors flew around the base after several pieces of strange metal (some covered with writing similar to hieroglyphics) were brought to the base from a New Mexico crash-site. Reportedly, this metal was from a disc-shaped device which crashed near Roswell, New Mexico, sometime in early July 1947. There also were rumors that dead crew members had been recovered and sent to Wright Field. ...

"It is indeed unfortunate that I did not fully interview these two men at the time. ...I mention these two only because they told me they were at the base during the time in question and that the incident indeed occurred."

During our phone discussion, Marrs was quick to put down the rumor that the assassination involved a Secret Service agent who turned from the front seat of the presidential limousine to fire the fatal shot. As the rumor goes, Kennedy was the target because he planned to release the real UFO story to the public. I saw the movie sequence reputedly showing the agent firing at Kennedy and heard all the rumors for years and gave them no credence.

*Crossfire*, however, jam-packed with a collection of startling data, is blunt about the probability of high-level political involvement in a conspiracy to assassinate President Kennedy and even suggests the complicity of certain loose-cannon characters within the CIA, FBI and the Secret Service who might have used the criminal world to do the trigger work. If this kind of twisted word is true, then where would the UFO fit if there is something to gain or to lose by hiding the truth? While I have always respected these agencies for their unheralded good work, they do in their respective fields, I am also aware that each has played an undercover role in UFO affairs. But, frankly, it is only in the world of rumor and hearsay have I heard of their use of extreme measures to control UFO secrecy.

**Part 6: *UFO Crash/Retrievals: The Inner Sanctum - Status Report VI***  
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**Len Stringfield - continued:**

**THE "ROSWELL" ERA: INSIDERS BARE SECRETS**

Survivors in-the-know, going back to the "Roswell" UFO crash era, both before and after the established date of July 2, 1947, are thinning out. For most of the few remaining, so are their memories when they try to recapture the details of the role they played in the drama of events. While we might never be privy to the whole "inside," unexpurgated story hidden under the lid of secrecy, I believe it should behoove all of us in research to get all the facts we can from these old-timers - now.

The so-called Roswell era was a time when officialdom, already baffled by the foo-fighter of WWII, was suddenly faced with a new crisis of incalculable consequences - the crashes of alien saucers and crews in the New Mexico desert, circa 1947. Almost instantly after the first shock wave, secrecy prevailed, understandably, and up went the proverbial wall. Rumors and yet-to-be-proved documents have surfaced over the years about the early crisis, but the wall has held firm - never to be seriously breached,. Senator Barry Goldwater, with his political clout, tried. So did Major Donald Keyhoe along with a powerful NICAP (National Investigations Committee on Aerial Phenomena.) Both failed.

But now the wall of secrecy weakens a little with some old hands emerging to tell about their part or knowledge of the untold story. Credit must go to them, of course, for their courage however. If there is praise, it should be shared by those who knew the value of time in relation to aging people and managed to get their "pasts" on record.

To this end, Timothy Cooper - an energetic sleuthing newcomer who surfaced to Stan Friedman and me in the fall of 1990 - has performed well. A resident of Big Bear Lake, California, and a member of MUFON, Cooper is professionally an experienced industrial technical writer and works for a licensed private investigation agency.

For this status report, Cooper shares information from four sources each delving into the crash/retrievals of yester-year. Since the name Roswell has become a generic name for

any and all crashes in New Mexico, Cooper and I cannot yet determine if his collective information is applicable to the famous Roswell crash of July 2, 1947, or to crashes or landings in other areas in the same time frame.

After receiving Cooper's introductory letter to which I responded by phone for an hour-long exchange of expressions of mutual trust, I soon received the following report, properly edited, which he got firsthand from a life-long close friend:

### **THE CLOSE FRIEND** (submitted to Stringfield by Timothy Cooper)

"This is my interview on September 9, 1990, with a retired Air Force enlisted man who was stationed at Holloman AFB in the month of July, 1947. My source wished to remain anonymous and will be known as 'Bob.'

Bob was a technical sergeant stationed at Holloman at the time when the U. S. Army Air Force recovered the wreckage of a craft described as a flying saucer. Bob's main duty was to oversee the printing for the Operations Section at Holloman. It was in this capacity that he became involved with sensitive papers and photos documenting the recovery of a crashed UFO in 1947.

According to Bob, he was ordered by the Holloman Base Commander who was Colonel Paul F. Helmlek (confirmed by Stanton Friedman and the *Alamogordo News*, dated July 17, 1947) to print a typed report of 50-pages that included some black and white photographs. Bob told me what was unusual about this request was that the base commander pulled up at the printing facility with a complement of MPs armed with Tommy guns who surrounded the building. Helmlek came into the sergeant's office and ordered everyone to go home except him.

After his order was carried out, Bob told me, Helmlek pulled out a portfolio containing a report and gave it to him and said, 'Print this.' Bob said he told the colonel that it would be difficult and would take a long time to do it without his staff. The colonel became stern with him and ordered him to do it now.

Bob told me that the report basically contained information about the crash or landing of a UFO at White Sands Missile Range. He was ordered not to look at the contents and to forget what he saw in the photos.

Bob said that he proceeded to shoot camera film of the report for off-set plates and to lay glass-dot screens for the black and white photos (stills from a large format press camera, he believes). What he saw in the photos was amazing. They depicted a saucer-like craft on the ground. He doesn't remember how many photos there were. He said the craft was shiny and metallic with no apparent markings nor any visible propulsion system. Since this event happened back in 1947, he could not recall the features of the craft nor the contents of the report.

I asked Bob how long this printing assignment took? Finished the same day, he said - adding that he was ordered to put the negatives and plates in the security safe and that some security personnel would come later for them. He did not say how many copies were made, only that each copy was numbered. Colonel Helmlek took all the copies and left. I asked if he could remember the precise date in July. He could

not."

Following up by phone on October 19, 1990, Cooper asked Bob once again if he knew the date on the report he printed for Colonel Helmlek. His source interrupted and said, 'That is secret.'

Cooper enclosed a second set of papers relating to his interview with Bob, most of it a summary of the foregoing information or a dialogue of instances where Bob, unable to answer questions, often resorted to speculation. But in every instance, from my point of view, his responses were forthright, honest and based on his keen knowledge of events in the Roswell era. One item, however, stood out, when Cooper questioned his source about MJ-12, Bob's response follows:

"He at first hesitated to answer for a few seconds; he said that there was a government and military working group in existence during his tenure at Ent AFB (Colorado). He knows this to be true because he said the classifications of printed material for NORAD was given priority of Above (Ultra) Top Secret with a '12' designation. He did not know what the classification '12' was, but knew it was 'hand-carried by armed courier with military escort.'"

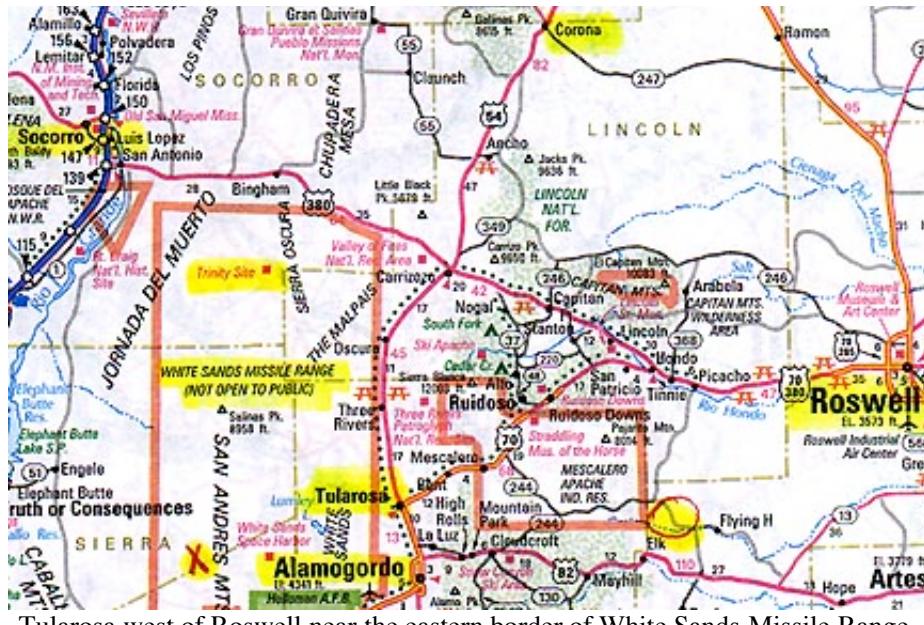
There was no question that Cooper's source, Bob, had an endless well of knowledge about UFO crashes in the summer of 1947 in New Mexico. Cooper's inability to extract definite locations from him might have been due to vague recall of available records. As we all know now, the "Roswell" at Corona is reasonably well established. However, Bob was unaware of it by either name. Yet, he is aware of a crash landing near White Sands. about which we in research have only the barest information. And there were other crash cases in New Mexico in the summer of 1947, the latest surfacing in 1990 with lots of details from a new firsthand witness, Gerald Anderson, who claims as a child with his family he witnessed a crashed disc in the Plains of San Agustin. Still others, in the same time-frame, have been reported in New Mexico's remote and wild mountainous regions, places with strange names and hardly any details.

Persistent, Cooper again tried his key source, Bob, and another well-informed contact, hoping to get more definitive answers about the crashes or at least some new clues. On April 28, 1991, he called to relate that he had new information from Bob which follows:

**Provided by Timothy Cooper**

**Third interview with retired USAF M/Sergeant, April 6, 1991**

**Location: Confidential**



Tularosa west of Roswell near the eastern border of White Sands Missile Range.

"This interview was conducted under relaxed conditions as a social visit. The subject of my conversation with Bob was about the targeting method employed by the U.S. Air Force during the bombing of Iraq. We discussed the ability of the bombs to follow a laser beam to its target. Bob said that 'smart' bombs were developed at the Tularosa Bomb Range after WWII and was no great deal. I asked him about the activities at Alamogordo Field (Holloman) while he was stationed there. Eventually, Bob was in the mood to talk about a 'special job' he was personally asked to do by the base commander, Colonel Paul Helmlek.

Q. Do you remember what was in the Top Secret Ultra report you were ordered to print by Colonel Helmlek?

A. Yes. As I recall, it was a technical report of a radar target that was tracked and filmed over the North Range (Tularosa). It was a report of a landing of a saucer-type craft. There were Askania (movie) and still films taken.

Q. Where was the filming taken?

A. On the North Range (Area) of White Sands Missile Range. I believe it was near Tularosa, but inside the range.

Q. How were the pictures taken? What cameras? What unit?

A. By Askania and Mitchell tracking cameras. A 1st Sergeant by the name of Paul, an Askania camera crew chief, told me that he shot some of the footage from a truck mounted tripod somewhere near Tularosa. The unit was the White Sands Tracking and Photographic section of the TOPPO Battalion. I remember a party going on at the Rocker Club (Staff NCO), I am sure it was on the 4th of July (1947). Paul was paged by phone to report to the base commander's office. I did not see him for over a week. This was unusual because Askania Ops did not work at night. I think on or around Friday next is when I was approached by Colonel Helmlek for a priority printing job (see my first interview). When I did see Paul, he was very quiet and seemed nervous. This was not like him. Paul was a robust and

hardy fellow. A bomber pilot who saw much action and seen men die. He was not himself. He finally told me that all the tracking teams were sent out to the Tularosa area with their equipment. He said that S-2 sent photographers out into the North Range on July 4-8, 1947. Some of the Askania film was taken from a truck and on an airplane (trucks and aircraft appeared in some of the motion picture films). The stills were taken from the air and on the ground. I think various types of cameras were used. Some of the motion picture film was in color. They must have used flares or illumination rounds from mortars.

Q. What did you see in the pictures? How many were there?

A. I remember a dozen or more 8 x 10 B&W glossies of the craft resting near a hillside. It appeared slightly tilted. The craft appeared to be a large, round dome-shaped, almost egg-shaped disc with a flat bottom. It looked bigger than a B-29 in size. The personnel in the foreground gave a sense of scale to it. I guess it was approximately 100 feet in diameter and about 15-20 feet high at the center. I saw a rim or a dihedral edge near the bottom of the craft in one photo. I saw no landing gear, exhaust ports or windows. I did see one access opening or door-like opening that seemed to open outward. Some stills are of the base technical personnel surrounding the craft. Some were wearing suits. They were climbing on top. There were some close-ups of the craft's structure, but can't recall what it looked like.

Q. What do you remember of the technical report itself?

A. It was a technical description of the craft. It was prepared for the AMC and the ATIC. It did not analyze, but recorded dimensional, structural and material specifications. The report also contained radar data. There was a section that included the possible flight path, guidance and navigation systems, propulsion theory and flight controls. Part of the report was done by a German scientific team headed by Ernst Steinhoff and Wernher von Braun. There were a few aeronautical engineers flown into Holloman (Alamogordo Field) from ATIC. I did not read the report per se, but recall some topics it covered. It was approximately 50 pages with a lot of photographs. I did not process any motion picture film at that time.

Bob said he remembers another 1st Sergeant that was an A/E mechanic that also was a pilot. He flew in some top Air Force Generals (Twining, Canon, LeMay, Vandenberg, Doolittle, Wainwright and some other high-ranking brass) to Holloman AFB. His name was Robert G. Baines (was later assigned to fly generals of USAE). I think General Groves was flown in with Oppenheimer, Bush, von Neuman, von Karman I think (their names were mentioned in the report). I do not think anyone had any idea what kind of craft this was or what it was doing there. The base was sealed for a week or so. Even the airstrip and hangars were off-limits to most of the base. I did not see any reference to any 'astronauts' being taken into custody, but I heard there was an armored vehicle sent to the landing site along with some 'meat-wagons.' The base dispensary was under MP guard at one section of the building, but I think it was not related.

There were a lot of former bomber pilots that got out of the Air Force after the war, but later came back in because there were no jobs. There were not airplanes either for them. So those pilots came back in the Army Air Force as Staff and 1st

Sergeants. Some were unassigned. They came back in so they could complete 20 years and retire. Some were assigned to photographic units, parachute sections, crash and retrieval teams and so on. All of them were professionals. Highly trained and skilled pilots and technicians composed most of the Alamogordo Field's White Sands Missile Range operations.

Bob said in 1948, orders were coming in for a lot of people at Alamogordo. Bob stayed on there until 1952 and was assigned to Weisbaden, West Germany."

**Part 7: *UFO Crash/Retrievals: The Inner Sanctum - Status Report VI***  
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"Some MPs found a large metallic disc resting against a sand hill, slightly tilted.  
It was approximately 100 to 150 feet or so in diameter, maybe larger.  
...Everyone was excited and scared at the same time.  
They soon brought generators and floodlights for better lighting."

- Retired USAF M/Sergeant about 1947 UFO event at Tularosa, New Mexico

**Provided by Timothy Cooper**

**Fourth interview with retired USAF M/Sergeant, "Bob," April 7, 1991**

**Location: Confidential**

"I brought the book, *The Roswell Incident* by William Moore, and the report on MJ-12 by Stanton Friedman. When Bob saw them, he guessed the reason for the discussion we had the night before. I showed him the picture of Major Jesse Marcel holding the wreckage of an alleged crashed flying disc. Bob said, 'I knew about that when it happened; Bill Moore had only half the story.' So I asked him if the Roswell recovery was tied in with the White Sands-Tularosa operation. He just looked at me. He did not say a word. Then he just grinned and changed the story. He just wanted to change the subject. Bob knew more than he was letting on. I noticed a medal in a case hanging on the wall of his mobile home. It was the Air Force Distinguished Service Medal. It was awarded him for outstanding service in the Strategic Air Command photographic intelligence service during the 1962 Cuban missile crisis while he was stationed at Ent AFB, Colorado Springs, Colorado.

Then, Bob made an abrupt statement to me. He said, 'Roswell is only part of the UFO crash/landings in New Mexico!' I took that to mean, yes to my previous question (about White Sands and Tularosa.)

Digressing a little, he told me that a few years later, the new base commander (Colonel William Baines) brought to him blow-ups of frames taken by Askania tracking cameras. The pictures showed formations of oblong objects pacing the

vapor trail of a V-2 rocket and over Holloman AFB itself. The officer that actually ordered him to print copies of these pictures was Colonel Don R. Ostrander. The colonel was insistent that everyone except him leave the production area (a repeat of previous assignments). The Air Force wanted to know what these were. The prints did not turn out well (because of the glass-dot screens then in use). The Air Force Office of Special Investigations was involved in securing photographic material of these over-flights near Holloman AFB in 1949 and in the early fifties. He mentions a Major Edward A. Doty as being in charge of security for Holloman AFB. Bob said he knew him. Since Bob had a Top Secret Q Clearance Crypto, he was not bothered very much - possibly because he could keep secrets well and did not talk about what he saw in the reports he printed.

A Major Edward Doty, OSI, is mentioned in an April 18, 1949 and April 30, 1949, summary of Project Grudge distributed in 1952. Major Doty is mentioned in the abstract on the GRD (Geophysics Research Division, AMC) under Post Contractual Inquiry. On August 9, 1951, Lt. Col. Cox of the 17th OSI District (Kirtland AFB) was quoted as saying that they were still receiving reports of 'aerial object phenomena.' On August 27, 1951, Major Edward A. Doty had assumed responsibility for Holloman AFB investigations. Major Doty was 'to collect reports, make periodic review of the files ... maintain liaison with OSI, the Provost Marshall's Office and any other agencies whose activities may serve to provide information concerning future aerial phenomena developments.' On August 28, 1951, Dr. Lincoln La Paz met with Holloman security (Maj. Doty) and intelligence staff concerning the 1947 fireball sightings. The report mentions La Paz as saying, 'The fireballs may be of our own military origin, but if not, they are a matter of serious concern.'

The report goes on to state that, 'Major Doty also arranged a conference with Mr. Warren Knot who is in charge of Land-Air Operations. Mr. Knot pointed out that a formal report covering the years (1950) vigilance period *had not been issued* (possibly the one of several Bob says were highly classified and was not included in any official report) since the contract contained no such provision.'

The abstract also contains this bit of information. In a classified letter from Chief of Staff, USAF to CG, AMC, subject "Light Phenomena," on September 14, 1949, Lt. Col. Frederic C. E. Oder of CRD attended a conference at Los Alamos, October 14, 1949, on the subject of 'Green Fireballs' observed in northern New Mexico area. Since the phenomena had been observed only in this area and *only since 1947*, it had caused considerable concern among security agencies in the area.

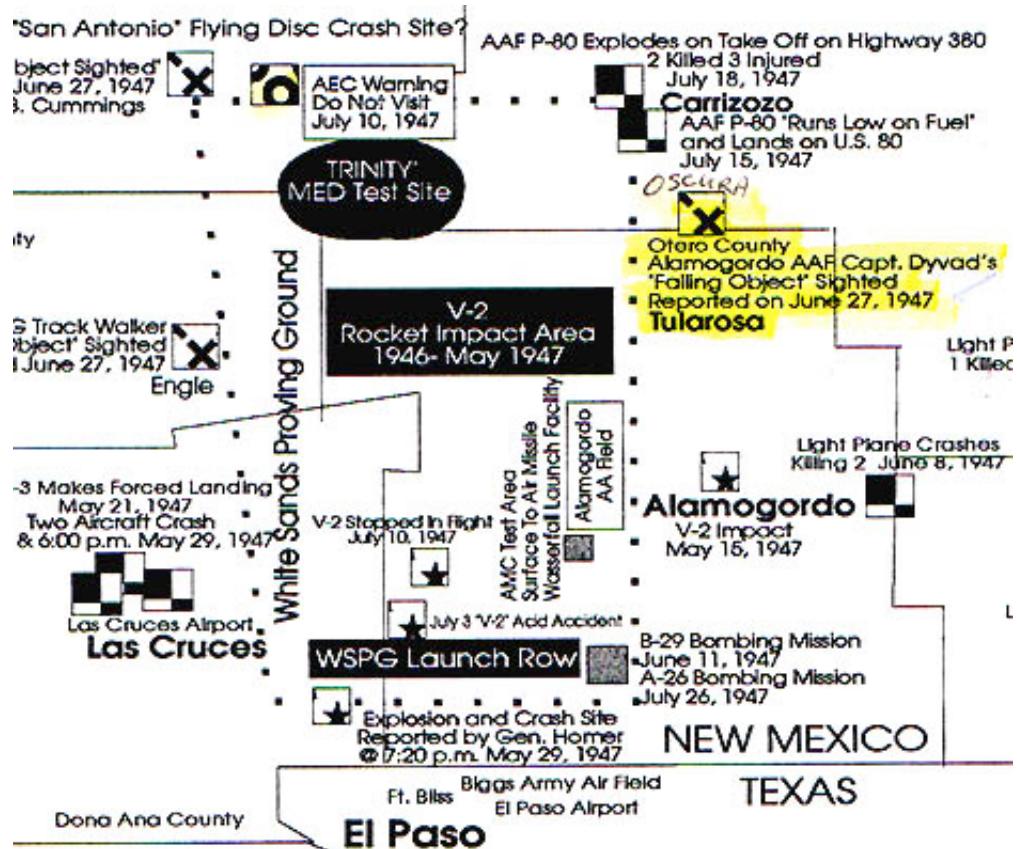
I remember that a lot of generals were being flown to Alamogordo Field from July 10 through July 14, 1947. I was told that Generals Twining, LeMay, Groves, Vandenberg, Wainwright, and Doolittle were being flown to the base and flying out to other bases. There was also some top ranking German scientists, as well as American, at Alamogordo. Some of them were von Braun, Oppenheimer, von Neuman, Steinhoff, La Paz, and I think Bush - but I can't be certain about (Vannevar) Bush. I know this because I read the names on the reports.

I asked the following questions concerning the test activities at Holloman AFB and any association with Roswell SAC base.

## Tularosa, New Mexico

The Majestic-12 research of Timothy Cooper's documents by Bob and Ryan Wood the past decade indicates there were at least three "Landing Zones" of crashed UFOs between July 2 and July 5, 1947. Landing Zone 1 is placed on the Mac Brazel ranch between Corona and Roswell. Landing Zone 2 is identified as near the Trinity Test Site in the White Sands Missile Range. Landing Zone 3 is placed thirty miles east of Alamogordo on an American Indian school property. Changing dates, or floating several dates, for a variety of events whether true or not is a classic intelligence tool to muddy waters and keep the press and public confused about sensitive, classified matters.

It's also possible that objects of unknown origin came down in the Tularosa area on both June 27 and July 4, 1947.



# Now--'Falling Objects'

## New Mexicans Add To Mystery Reports

Mysterious "falling objects" reported near Tularosa and Engle, N. M., Friday had not been located or identified late Friday night. There were no rockets fired from the White Sands Proving Ground Friday.

There was much conjecture as to whether the falling objects had any relation to the mysterious flying discs which had been variously reported seen recently from Oregon to Oklahoma.

Lt. Col. Harold R. Turner, commanding officer at White Sands, said that he had received reports that a track walker said he had seen a falling object near Eagle, N. M., and an Army captain flying his own plane reported seeing an object falling from the skies near Tularosa.

Search parties were sent out

from White Sands in attempts to locate the objects or secure additional information.

At Silver City, Dr. R. F. Sensenbaugh, a dentist, said that while traveling along the Tyrone Road Wednesday, he saw a luminous disc sail out of the northern sky, according to Associated Press dispatches. Dr. Sensenbaugh was

(Continued on Page 6, Col 7)

*El Paso Times, El Paso, Texas, June 28, 1947.*

Provided by Timothy Cooper

Fourth interview with retired USAF M/Sergeant, "Bob," April 7, 1991

Location: Confidential

Q: Did you know about the Roswell base finding and transporting unidentified wreckage to 8th Air Force HQ?

A: Not at first. Remember, White Sands and Alamogordo reported to the AMC at Wright-Patterson. Roswell was a SAC base and reported to Offutt Field, so we did not work together. I did not know of any of the alleged activity until after July 8, 1947, when our base went on a security alert until the 16th. There were MPs all over the hangar area and near the strip. After I talked to my buddy, Paul, I knew something was not right. He related to me how he and others were called to the base commander's office for a 'special shoot' in the North Range.

This was on July 4, 1947, near Tularosa. He said he had heard that a target was being tracked clear across the northwestern New Mexico area and was projected to fly over the North Range from the West and straight into Texas. All camera crews and photographers were to report to the motor pool with their equipment. They were told no more than that. Some were still drunk from celebrating (4th of July). Some were in civilian clothes; the MPs were picking them up everywhere.

Q: What happened next?

A: The convoy left the base and proceeded north up the highway and then turned west into the range. Paul told me, 'It took about an hour to get to where we were supposed to go. Crossed a lot of open sand until we reached some hilly area. After they stopped, they fanned out in a long line and started to move toward the hilly area. Most had flashlights and some vehicles had

searchlights. The Askania camera operators were told to point their cameras towards the northwest. We all thought it was the balloons launched the previous day. They had brought some 80's and starshell (illumination) rounds. Why? For balloons!?

Some time around midnight, the tube crews dropped some illumination rounds - lots of them. They lit up the whole sky pretty good, Paul said. A radioman yelled for the colonel to come to the radio van. Then he yelled out for all cameras to train at a certain heading their cameras at a certain angle (relative to true north and compass bearing). Sometime around midnight, the mortar crews started to drop illumination rounds again. A bright object was approaching from the northwest at a 60 degree position in the night sky (from the horizon). All Askania cameras were tracking the object until it disappeared behind some hills.

Q: What happened then?

A: My 1st Sergeant buddy said that the search teams got back in their vehicles and drove off in the direction where the craft came down. It took another hour before they reached the landing site. Some MPs found a large metallic disc resting against a sand hill, slightly tilted. It was approximately 100 to 150 feet or so in diameter, maybe larger. Difficult to tell for sure because it was dark and only the reflection of the searchlights was visible from my position (approximately 100 yards away). There were a lot of lights being shone on the craft and a lot of base personnel surrounding the craft, but keeping a respectable distance from it. Everyone was excited and scared at the same time. They soon brought generators and floodlights for better lighting.

Q: What did the 1st Sergeant see at the landing site?

A: He did not see much. He was some distance away. He could see a big disc-like craft with a flat bottom and a slightly round-shaped dome on top. It was shiny with a rim surrounding the craft. It was big, kinda grayish in color, but very shiny. There were a lot of MPs and base technicians surrounding it. They seemed to just stand there looking at it. All the time, they were taking pictures with flashbulbs and there were some motion picture photographers taking pictures as well. A little later (about 2 or 3 a.m. in the morning), some of the technicians were able to climb on top of the craft. Some had black rubber suits on with geiger counters, I think (checking for radiation possibly).

About 3 a.m. in the morning, some scientists and engineers had arrived. They began to put up canvas all around the craft and set up a command post and storage tents. There were a lot of guards surrounding the site. He knew that some of the scientists did not come from Alamogordo or White Sands because they were accompanied by some high ranking generals. They appeared to enter a tent and emerged wearing some overalls and carrying masks of some kind. There were trucks arriving and departing all morning. I think I heard aircraft flying or landing nearby near the highway. I do not know what these trucks were transporting, but it must have been important.

By 6 or 7 a.m. that morning, the Askania crews were ordered out of the area and back to Alamogordo. There were security checkpoints all along the way to the highway. All of us were debriefed at Alamogordo by CIC people and had to sign non-disclosure statements as to what we did, saw and heard. That was when I saw him first. He told me some days afterward.

Q: When did you become involved with this event?

A: As I told you before, I was in my office a few days after I saw Paul. It was at the Base Production Unit. We were printing the results of a V-2 launch when the base commander, Colonel Helmlek, arrived at the building with a detail of MPs that surrounded the premises and ordered everybody to leave except me. The rest, you already know.

**Len Stringfield:** I note again that Bob emphasizes a crash, or a landing, in the White Sands Range (near Tularosa) and goes into detail about the tracking team and the retrieval operation at the site. The date he gives for this activity is July 4th. However, he does admit without elaboration to having had knowledge of a crash at Corona (the so-called Roswell crash) to which he does not affix the known date, July 2nd. This admission came when Cooper, showing Bob the picture of Major Jesse Marcel holding the alleged wreckage, stated, 'I knew about that when it happened and Moore had only part of the story.' And later, he said, 'Roswell is only part of the UFO crash landing story in New Mexico.'

In summary, according to Bob, a saucer crashed near Roswell and at White Sands Missile Range and maybe elsewhere. Maybe Bob knows more and is not yet willing to talk about the specifics."

**Part 8: *UFO Crash/Retrievals: The Inner Sanctum - Status Report VI***  
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"The Air Force wanted to counter the 'Black Sky' UFO threat by the formation of the 'High Frontier' programs for space-based weapons systems in the early 1960s. *Talon Gold* and *Teal Ruby* projects were a direct result of satellite recon photos of *orbiting space craft of unknown origins*. This led to the establishment of the NRO (National Reconnaissance Office) in 1960. Also, the raw data were processed by the secretive Technical Reconnaissance Squadrons and classified by NORAD HQ at Ent AFB, Colorado Springs, Colorado."

- Albert Bruce Collins, Metallurgical Engineer, 1990

**Len Stringfield:** "I am indebted to Tim Cooper again, this time for his story on 'Barnabas,' age 87, who passed 'way December 31, 1990, in Big Bear Lake, California. Said the local newspaper, Grizzly, on January 10, 1991, 'The Valley watchdog is gone. Albert Bruce Collins, known as Barnabas, passed away on New Year's Eve.' Described as a friend of law enforcement who always had something to report to deputies, the stoop-shouldered man with white hair and trailing beard to match was found by a repairman coming to fix the heater at the apartment where he was staying. Barnabas had called 911 early in the morning on New Year's Eve to report an odor of gas. The dispatchers on duty said Barnabas sounded sick and sent an ambulance as well, according to detective, Tom Bradford, of the Big Bear's Sheriff Station.

Cooper's interview with Barnabas was November 20, 1990! (Month before death) In his interview, which lasted for three hours, without benefit of an audio recorder and depending on notes, Timothy said that Barnabas was a metallurgical engineer and retired government employee. His questions and answers, in part, follow:

**Interview with Albert Bruce Collins, aka "Barnabas," provided by Timothy Cooper**

**Cooper's Interview Date: November 20, 1990, one month before "Barnabas" Albert Collins died.**

**Location: Big Bear Lake, California.**

Q. What do you know about UFOs?

A. That they exist and are real.

Q. Why do you say that?

A. Because I saw one in 1947. It was on a long flatbed trailer covered with a green tarp being backed into a large warehouse at Berkeley.

Q. What did you see?

A. It looked oval-shaped. Kind of flat all around the edge. I later saw it again with the tarp off. It looked like an egg with its shell cracked ... with the yoke still inside. It looked like the craft sustained an internal explosion ... the metal skin appeared to be pushed out ... polished aluminum with a silvery-looking finish. It had a seam at the edge all around. There was a lot of damage ... like a large section ripped off ... a big gash on top running down the side below the seam. It had a gold-like finish on the underside.

Q. What did it look like inside?

A. From my vantage point (from approx. 100 ft.), it had a bulkhead in front with multi-layer skin (honeycombed). It was dark inside. In the center, there was a shiny sphere surrounded by another bulkhead. There was a forward compartment; did not know what it was.

Q. How big was it?

A. 30-40 ft. in diameter and approximately 15 ft. high at the center.

Q. Can you tell me who you saw there? What you were doing there?

A. Can't tell you that. (Collins did not want to go any further. He wanted to talk about other things.)

### Albert Collins Studied Metal of Unknown Composition and Origin

Q. What was your involvement with Berkeley?

A. Worked on developing metal alloys used for electro-magnetic propagation and magnetic propulsion. I worked for Berkeley and Occidental College for the Manhattan Project from 1942 to the late fifties. They sent fragments to the lab for analysis. We could not identify the composition, origin or mode of manufacture. Before we could complete our tests, the Army came and took the samples away without an explanation.

Q. Can you describe the samples?

A. As best I can recall, it was a dull finish metal on the one side like aluminum and very shiny on the other side. It was thin and very light. It could be flexed, but not dented on impact. We could not separate its metals through any assay we knew of. It was fire and cold resistant. Could not be cut or punctured. Some pieces were big with slight curvature to them. Other pieces were very small. One piece was very big and about one inch thick. It was jagged, like it had been part of a structure that had been hit by high explosives. it had burn marks, but no scratches which was very odd. You could fold it and it would extend back to its original shape.

### Link Between Manhattan Project Atomic Bomb Development and UFO Sightings



Hiroshima, Japan: The huge atomic cloud August 6, 1945. A uranium bomb, the first nuclear weapon in the world, was dropped on Hiroshima City. It was estimated that its energy was equivalent to 15 kilotons of TNT. Aerial photograph from 80 kilometers away from the Inland Sea, taken about one hour after the drop. Photograph by US Army.

Q. Is there a connection between UFO sightings (1942-1946) and the development of the atomic bomb?

A. I attended seminars at Berkeley on 'shell' designs for advanced ordnance programs (he thinks that these seminars were designed to recruit engineers for the Manhattan Project). Read reports on new alloys being developed for 'containment' of temperatures greater than anything then known.

**Date of acquired knowledge by Collins:** 1949.

**Agencies involved:** Rand Corporation, CIA, Intelligence officers from the United States Army, Air Force and Navy. The Vatican was invited to advise U.S. government on religious implications (Spellman, Holy See and Vatican Secretary of State).

**Project name(s) mentioned:**

Archangel - CIA, Rand and Vatican

Blackbook - USAF (1948 and 1949)

Bluebook - USAF (1949) - (Stringfield note: Year not accurate)

Whitebook - CIA & Vatican (1950)

Yellowbook - Scientific panel of unknown government scientific review board.

**Stringfield:** This is a portion of an interview with Albert Collins concerning his knowledge of a classified study conducted in 1949 by the Rand Corporation, CIA and solicited comments from a Vatican representative.

**Q.** What do you know of a covert effort to learn of the origins of UFOs/recovered spacecraft and bodies?

**A.** There was a rumor circulating around a small group of scientists that a secret study was underway to evaluate the UFO sightings and supposed recovery of spacecraft and their crews. I knew this because the rumors were coming out of Los Alamos, from people coming back to California. I saw some notes from a friend of mine. He told me that New Mexico was abuzz with unusual research into nuclear powered aircraft and bizarre biological experiments. Some people were losing their clearances for no apparent reasons.

**Project Archangel and Blue, Black, White and Yellow Books**

I saw the word 'Archangel' and other words that described four projects that had 'Blue, Black, White and Yellow prefixed to the word Book.' It was not clear what these four colors meant. I was told that these colors represented the 'nature' of the studies. I remember something about an astronomer being asked to help identify the green fireballs and strange debris being found in the desert. All I know is that the scary feelings everybody had who was asked to do experiments on stuff that nobody ever saw before and how we were later threatened if we talked about anything we saw, felt or heard.

**Q.** What kind of rumors did you hear?

**A.**

- Autopsies of midget people with mongoloid heads that were accidentally exposed to high doses of radiation at Los Alamos.

- Nuclear reactors being used in aircraft.

- Failed nuclear-powered tests on experimental aircraft that killed pilots and ground crews at Muroc, California, and at Kirtland AFB, Albuquerque, New Mexico.

- Atomic Energy Commission control of experiments at Los Alamos, Holloman AFB and Kirtland AFB installations.
- Unusual 'metal-like wood' being tested and results fed into a computer at Berkeley, California.
- Security was unbearable. Everyone being followed, watched, spied on. Had to sign loyalty oaths just to keep job.
- Military were into everything.
- Flying disks were landing on military bases in California and New Mexico and they were not ours.
- Everyone with clearances were afraid to ask or talk. It was better to not work for MED or APC.

Q. What did your friend tell you about the Archangel study?

A. Three things: 1) They (EBEs) were biological, gas-breathing, intelligent animals that have craniums larger than Homo-sapiens. They have vascular systems, skeletal structures (calcite), possessing a form of manual dexterity like humans; 2) They have a cell-like constitution somewhat like plants that are responsive to sunlight; 3) They are human-like possessing an ability to make right and wrong judgments.

### **THE AIR FORCE COLONEL OPERATIONS OFFICER**

The following information is from a retired U. S. Air Force colonel who was in a key position to know some of the critical UFO issues facing the military establishment during the Roswell era. His disclosures were obtained February 10, 1991, and cleared for use in this report by Tim Cooper, as follows:

Q. What kind of UFO sighting reports were at Pentagon in 1945-1951?

Col.

- Classified Double Top Secret .(Stringfield: Classification category unknown)
- Foo Fighters in 1945-1946.
- Thought they were German.
- Utilized nuclear power in some way not understood.
- Composed of metals and plastics not known on Earth.
- Detected many bogies in and around Los Alamos and Roswell doing over 4,000 m.p.h. at 20,000 to 40,000 ft. altitude.

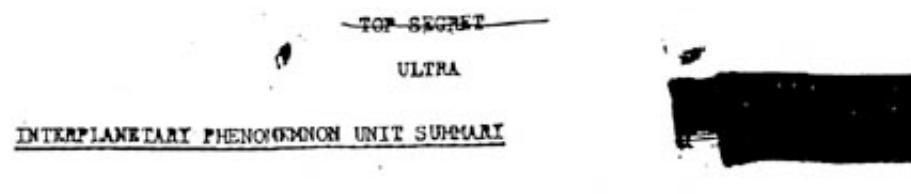
Q. What was U.S. Air Force's reaction?

Col. Panic. Fear of unknown. Thought they were Russian or captured German technology.

### Interplanetary Phenomenon Unit

Q. Did you know of the IPU (Interplanetary Phenomenon Unit)?

Col. I knew that Army G-2 had such a unit in the war to monitor the Foo Fighters. Worked with Project Silverplate. Did not know its name. There was a special intelligence organization headed by Doolittle, maybe.



1. The extraordinary recovery of fallen airborne objects in the state of New Mexico, between 4 July - 6 July 1947: This Summary was prepared by Headquarters Interplanetary Phenomenon Unit, Scientific and Interplanetary Phenomenon Unit TOP SECRET ULTRA Intelligence Assessment File ref. 001947122-A.1206 dated September 4, 1960, by authority of Lt. General John A. Samford, Director, National Security Agency (NSA) and approved by Allen Dulles, Director, Central Intelligence Agency.



Two white glowing "foo fighters" following along with Lysanders aircraft of the British Royal Air Force (RAF) during World War II in Europe. Photograph from French WWII history file.

## 1940s - American Atomic and Space Research

Q. Were there experiments being conducted using atomic power for Top Secret aircraft?

Col. Yes. In 1946-1949, at Los Alamos and Sandia Labs. Possibly at Alamogordo and Kirtland. There were secret Navy testing at sea utilizing crude fission reactors for high voltage energy experiments.

Also, there were atomic reactors being put into aircraft. The experiments failed. Some died from radiation exposure.

Q. Did the Air Force recover 'flying disks'?

Col. Yes. Some were found in 1946 and 1947. Some in Mohave Desert and some in New Mexico.

Q. Where were these 'disks' taken to?

Col. Some to Muroc and others to Langley. They wanted to know what they were made of and how they worked.

Q. What were these things that were taken to Muroc and Edwards?

Col. They were 'lifting bodies.' They looked like inverted bathtubs. It was assumed that they were some kind of 'pod' or short-range recon probes.

Q. Who was in charge of the scientific research?

Col. (Werner) Von Braun, (Edward) Condon, (Robert) Oppenheimer and (Edward) Teller. There were many technicians (civilian and military) regularly coming to watch and learn. The Pentagon was being briefed weekly on the new developments.

Q. Did they find out how the lifting bodies worked and on what technology?

Col. No. They theorized on the ability to achieve the speed of light and utilized magnetic lines of force. They made some gains in understanding how to harness an energy source greater than the hydrogen bomb and how it was possible to reach speeds of 6 miles per second in the earth's atmosphere.

In 1948, they were learning how to recover people back from space and by 1959, how to re-enter from orbit. This knowledge led to the shuttle development.

Q. How did they learn how to apply this technology?

Col. They had help.

Q. Who?

Col. The same one who helped them develop the bomb.

Q. Who?

Col. No comment.

Q. How did the Air Force benefit from all this?

Col. Highly experimental ram-jet technology was tested at Muroc that was classified Above Top Secret (Ultra). Also, heat compression technologies were developed at Edwards for some special spacecraft designs.

### Project Blue Book

Q. Why did the Air Force initiate Project Blue Book?

Col. Mainly for public relations. Basically, the Air Force wanted to gather UFO intelligence on a low-level so as not to tip off the Russians of any intensive efforts by the United States in developing high technology weapons. By that time, the Air Force had accepted the fact that there was a higher intelligence beyond ours. Only a dozen or so people in the U. S. government knew anything about the sighting reports and recoveries of these 'lifting bodies.' So it's not surprising that lower level Air Force officials did not know of the highly classified intelligence operations being conducted at that time. As long as the public was convinced that the Air Force was just as curious as the public was, it was the perfect cover.

Q. Was there any UFO activity during the war within the U. S.?

Col. There was some pilot sightings and by bomber crews who were in training in B-29s (Project Silverplate) that worried the Pentagon. Unofficially, some had speculated that Dr. Vannevar Bush and others were involved in some kind of aeronautical designs that were unconventional aircraft by any standards known at that time. President Roosevelt had authorized a great deal of money into 'lifting-bodies' technology that was associated with the Manhattan Project and ultimately with military applications.

Embassy and military communications from Japan and Germany were constantly being intercepted and deciphered. I think some of the reports were dealing with Foo Fighters or new spy weapons in the MAJIC network operations.

### 1938 War of the Worlds Radio Test

### of Public Reaction to Extraterrestrial Invasion of Earth

In 1938, it was believed that the Army G-2 wanted to test the response of the civilian population by monitoring the CBS radio broadcast of Orson Wells's *War of the Worlds*. Of course, this did create widespread panic in some areas.



The *New York Times* front page headline on Monday, October 31, 1938, after Orson Wells produced the *War of the Worlds* fictional radio broadcast that many listeners thought was literally happening.

### 1945 - Large, Unidentified Black Objects Over Los Alamos, New Mexico Lab Cut Off Power

There were, on several occasions, sightings of huge black objects hovering over Los Alamos in early 1945 which caused severe power blackouts that could not be explained. Wendover AFB, Utah was kept informed of this because it was feared that unknown radio propagation could effect the detonation of 'Fat Man' and 'Little Boy.' (The two atomic bombs U. S. dropped on Hiroshima and Nagasaki in 1945). This was not recorded in the security files for fear of generating panic in Washington. Officially, Los Alamos identified it with 'atmospheric anomalies' and left it that way. Some identified it as storm cloud and electrical storm effects. It was never clear what caused the sudden surge of radiation detection or electrical shorts.

### 1945 - Unknown Radio Signal Affected Hiroshima Atom Bomb

The first atomic bomb almost prematurely detonated en route to Hiroshima when an unknown radio signal almost armed and activated the detonation and trigger mechanisms. It was not known how it happened. The system was corrected.

Q. Were there other Air Force investigations other than Blue Book?

Col. Yes.

Q. What were they?

Col. Black Sky intelligence operations utilizing high altitude aircraft such as

X-2, X-15 and U-2 aircraft.

High altitude, long trajectory rockets equipped with all kinds of cameras and sensing equipment. Television was used on some rockets. White Sands and the Cape were the launch sites from 1947 into the late 1950s. All data were classified in a report called, I think, 'Blackbook' or 'Black-Sky.'

### Vatican Files and Photographs of UFOs

I heard of another Air Force project that looked into all the historical records concerning UFO sightings from all over the world. Some of the records were from libraries, newspapers, folklore, mythologies, government records of unusual reports from farmers, lighthouse workers and so forth. There was talk that the Vatican holds numerous files of sightings going back to the fifteenth century. The Vatican also has *photographs* that clearly depict craft of unusual shapes and sizes that are the 1915 period. No one can gain access to this collection. It was rumored that the Vatican even has a UFO locked up in one of the vault rooms inside the Vatican Basilica and would not let the U. S. Air Force see it or photograph it. This study was called the 'Whitebook.'

There was a scientific study that began sometime in early 1948 that involved the astronomical community. I only read a brief memo from Vandenberg that solar astronomy became a concern or was attractive to the Air Force for learning about cosmic radiation effects on aviation electronics.

### "Black Sky:" Loss of American Pilots and Aircraft Trying to Intercept UFOs Over Military Installations

These projects were canceled after the Air Force experienced loss of pilots and aircraft while trying to respond to air space violations of UFOs over sensitive military and AFC installations.

The Air Force wanted to counter the 'Black Sky' threat by the formation of the 'High Frontier' programs for space-based weapons systems in the early 1960s. *Talon Gold* and *Teal Ruby* projects were a direct result of satellite recon photos of *orbiting space craft of unknown origins*. (Howe's emphasis) This led to the establishment of the NRO (National Reconnaissance Office) in 1960. Also, the raw data were processed by the secretive Technical Reconnaissance Squadrons and classified by NORAD HQ at Ent AFB, Colorado Springs, Colorado.'



Ent Air Force Base in September 1955, Colorado Springs, Colorado.

**Stringfield:** The Colonel's reference to the Foo Fighter needs clarification. During WWII, these aerial interlopers, often described as highly maneuverable silver disks or self-luminous globes, were frequently witnessed by allied airmen starting in late 1943, mainly over war zones. In the European Theater of Operations, they were called 'Kraut fireballs' and as the number of encounters increased in Europe and Asia, U. S. Air Force Intelligence surmised that they were a new ingenious German weapon. Their objective? Theories ranged from intelligence gathering surveillance to jam engines, to render radar ineffective, or to cause psychological disorientation.

Surprise! When Germany surrendered in May 1945, the Foo Fighters persisted throughout the Pacific Theater right up to the final days of the Japanese surrender. I know because I saw three of them approach my aircraft, a C-46, with twelve GI passengers, while flying near Iwo Jima on August 27, 1945. This famous island battleground was my stopover prior to landing at the Atsugi Air Base near Tokyo, four days before the war officially ended. Incidentally, the second C-46 following my flight, crashed mysteriously into Mt. Fuji; all passengers were killed. I will not belabor my experience here, as the story is basically described in my books: *Inside Saucer Post 3-0 Blue* and in *Situation Red: The UFO Siege*.

Apparently, the Colonel used the (generic) name 'Foo Fighter' loosely just as we in research have loosely used the term 'Roswell' (signifying UFO crash/retrieval cases). The Colonel's mention of General Jimmy Doolittle as heading up the investigation of the phenomena should probably be in reference to the 'ghost rockets,' another mystery device that penetrated Scandinavian skies in 1945 and 1946, sometimes crashing. Like the Foo Fighters, early belief was that the rockets were a high-tech device that might have been developed by the Germans. But, when the war ended, the remaining German Luftwaffe pilots who had also encountered the strange craft, thought they were American.

In summary, take your choice - Foo Fighter, Flying Saucer, Lifting Body or UFO.

They are all of the same unknown origin. To those who want to argue the point that the Germans were capable, or did build a disc-like device, one might add that just maybe they got the concept from a crashed extraterrestrial spaceship. But seriously, while the Colonel presents extensive information showing official concern for the pervasive UFO, he carefully avoids data that confirm origin/s. Perhaps, then, it is significant when he states that the *Talon Gold* and *Teal Ruby* projects were a direct result of satellite recon photos of orbiting spacecraft of unknown origins."

## **Part 9: UFO Crash/Retrievals: The Inner Sanctum - Status Report VI**

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*"(The disc) landed out there (Edwards AFB) and legs came down out of it and held it up. Something like a stairway came out of the bottom of it and these (humanoid) men walked down the steps and walked out there where the (U.S. government) people were. And all of a sudden, the stairway closed back up. And the legs closed back up and the spacecraft sat back down on the ground." - Engineer "Dr. Epigoni,"*  
1990, Houston, Texas

### **Len Stringfield:**

#### **"THE NURSE ('Mary')**

Abstract of a discussion March 16, 1991, with a retired operating room nurse who was assigned to the Medical Lab at Los Alamos during WWII and sometime afterward. The source is Tim Cooper.

#### **Tim Cooper Report:**

**Subject:** Bodies being flown to Los Alamos (National Laboratory, New Mexico) by military aircraft; and atomic explosion near Indian Springs (New Mexico) prior to the Trinity test.

According to 'Mary,' Los Alamos was classified as a 'Green Base,' which means it had the highest priority to conduct radical research under the MED program during the 1940s. Everyone had to have a 'Q' clearance just to be inside the facility.

She casually mentioned to me over coffee that 'bodies' had been flown to Los Alamos periodically from late 1945 to sometime in 1947. I asked her if she had seen those 'bodies' and she said she had not, but others had. I asked her where the 'bodies' were coming from. She said she did not know, but it was rumored that they were human experiments for biological and nuclear medicine research. She thought they might have come from Japan after the war. (WWII ended in August 1945) I

asked her why she thought that. She said that they were small bodies with deformed heads and limbs. The eyes were abnormally bit she was told. She did have some view of them in the morgue very briefly for a few minutes at some distance. I asked her why she was allowed to be present at the autopsies. She told me that she was asked to assist in the preparation and cleanup.

At the time, Mary thought nothing of it because some civilians were exposed to an atomic explosion in Nevada (this was not known by the public. Only the Trinity explosion test was released to the public.) I was shocked to learn this. She said she knew what she was talking about. 'It happened,' she replied. I asked her again about the bodies. She said they were flown in on special transport planes equipped with refrigerator units to keep the bodies from decomposing. The flesh was badly burned and charred. There was no hair on their heads and (the beings) had a grayish-yellow color. That's all she knew. (See the Collins interview. This story by Mary seems to have some commonality with his story of bodies being sent to Berkeley from Los Alamos.)'

### **'DR. EPIGONI'**

Ron Madeley of Houston, Texas, is my intermediary for this informative and perhaps unique interview with a 'Who's Who' scientist, the pseudonymous 'Dr. Epigoni.' Ron is a competent business person and as a researcher has proved that he knows his way around to get to the right places for 'inside' information.

Mentally alert but blunt, even gruff in his demeanor and manner of speech, Epigoni's claim is that he was influentially active in the days of the Manhattan Project and that his colleagues were Dr. Albert Einstein, Dr. Robert Oppenheimer and Dr. Edward Teller. Because of his position in highly secret work, some of the information he disclosed to Ron during the interview he deleted, such as the name of a UFO project he headed. He substituted a false name for it, 'Blue Heaven.' While I can understand the change to Blue Heaven (to protect a secret project's real name), Epigoni's other corrections I thought were odd enough to be interesting food for thought. For purposes of evaluation, I have published both the Doctor's original disclosures and his corrections. Following is Ron Madeley's report:

**Ron Madeley Report:** 'On April 11, 1990, I had the opportunity to visit a former government scientist. This, our second meeting, occurred in his (Houston) home. I recorded this conversation and agreed not to use his real name in any form of reproduction. Dr. Epigoni, as I will call him, is a retired physicist who is nearing 80 years in age and in fair, but steadily declining health. His knowledge might soon follow his name into quiet obscurity, even though he has worked closely with equally brilliant men - men like J. R. Oppenheimer; Albert Einstein; and Dr. Edward Teller, 'Father' of the hydrogen bomb.

As early as 1939, Epigoni was working with the great minds of the day at two research laboratories in New Jersey. That work eventually led to a U. S. Navy post under the direction of John von Neuman. Epigoni worked at the top of the Manhattan Project with the development and detonation of the atomic bomb and later the first hydrogen bomb.

Dr. Epigoni found himself involved in the research end, as opposed to the retrieval end, of crashed flying saucers. During the late 1960s and early 1970s, he was part of a team of scientists working at Edwards Air Force Base on a very special project. According to Epigoni, a flying saucer and its crew landed at Edwards A.F.B. The disc and its occupants were carted off to a secure building at the base for evaluation. It then became part of an 'Above Top Secret' project - something he calls 'Blue Heaven.'

Q. Do you think that (disc) is the only one they've got?

A. I don't know. That was the only one I was ever allowed to see.

Q. Is this thing kept in a hangar out there? Or is it kept underground? Or what?

A. It is kept in a big hangar. They've got guards all around that thing and I'm talking about guards! And there isn't any way you can get through. And I don't give a damn what you do. They've got all types of security there. You've got four rows of guards before you get there and twelve of the damn big barbed wire fences electrified.

Q. How did you get in there to see it?

A. Well, I was brought in there. I was head of the program.

Q. What was the program called?

A. It was called 'Blue Heaven.'

Q. How many other people were involved?

A. Several. Oh, there could have been hundreds. I don't know how many were involved.

Q. That actually knew about it - that saw (the disc) there?

A. People worked in different forms for parts of the military, you know. But, the day I was taken out there, a lieutenant and a major general were there and I had two lab assistants.

Q. What year were you on that project when you were head of it?

A. That's been twenty years ago.

Q. Any idea where this (disc) came from?

A. I have no idea whatsoever. I examined the 'men.' Felt them. Their eyes were like a dog's eyes - one color. They had ears, a nose, mouth. They had teeth in their mouth and I could not tell if they were growing in there, or if they were made in there, or what.

Q. How tall were they?

A. I'd say that they were about five feet tall. They were laying down.

Q. How many of them were there?

A. Twelve of them, I believe.

Q. Were they all dressed?

A. Yes.

Q. All dressed the same?

A. Yes, in a silvery-looking material. It was real bright shiny material. It had not even tarnished. They tried to analyze it and it had elements that we don't have on Earth.

Q. Now the bodies - or whatever they were - did you cut into them?

A. They would not cut into them. All they would do was take a sample of the blood, or whatever it was, and show it to you. And the ample they took was less than 1cc. You put it under a microscope and looked at it and there was not a damn thing in it. It looked like oil.

Q. Any idea about whether there were any organs in the body?

A. Well, they x-rayed them and all that, but all that information was given to the medical people.

Q. What area were you over (in the project)? You weren't over the medical?

A. No, I was strictly on the aircraft (engineering). I was not even supposed to go in where those beings were. This major general was the one who allowed me to go in there with him. And I felt their arms, their legs, and I felt around on them. I said, 'Are they stiff?' He answered, 'No.' I asked, 'Can I lift the leg up?' He answered, 'Don't touch anything.' I asked if I could take the 1cc of liquid with me. I was told not to.

Q. Did it have any color to it?

A. It was sort of a milky color.

Q. What about the bodies themselves?

A. They were a light brown color. And you could feel their ribs. They had bone structure, but whether that was real bone or metal or something else, I don't know. They (U.S. researchers) came to the conclusion that since there was no deterioration, to leave them alone because another craft might come in the area and rejuvenate or reactivate them. At such time, they might open that craft and allow them in. But we

were not to discuss anything about war or - well, I started to say - 'If you could make people like that and give them guns and send them to war instead of soldiers ...' When I said that, boy, I was shut up in a hurry! (Don't) Mention nothing about war or fighting or hurting anybody.

Q. Who was actually above you who was telling you this?

A. The major general.

Q. Do you remember who he was?

A. (Name given was deleted by Ron Madeley)

Q. How long had they had the (disc) vehicle and the bodies at that time?

A. They told me for seven years. They said (the disc) landed out there and legs came down out of it and held it up. Something like a stairway came out of the bottom of it and these (humanoid) men walked down the steps and walked out there where the (U.S. government) people were. And all of a sudden, the stairway closed back up. And the legs closed back up and the spacecraft sat back down on the ground. I said I want to feel that craft and see if I can feel if there is an opening. He said, 'You can feel if you want to, but it's as smooth as it is anywhere else.'

There were no seams in it whatsoever. I figured it had some kind of molecular structure where it would give and open up and when it would close, it would reseal itself. Of course, the Air Force thought that was the wildest idea they had ever heard. You could not find any seams on it. No rivets. No welding. You would think there would be ruts on it or welding. It was a big disc. And right up there on top of that disc, you could look in there. It was glass. It looked like glass, but it was not glass. You could shine a flashlight down in there and see instruments and things. I would not have any idea what they (instruments) were, what they do, or anything else.

Q. Was this glass part like a dome in the top of (the disc)?

A. Yes. And not only that, there were four seats up there, where four guys would sit. And there were all kinds of controls in there.

Q. Did you actually look inside it yourself?

A. Yeah! I walked up to it and they had a carpet. You go up a ladder, up a stairway, and get on this carpet and you were not to walk on the craft. All the way around this dome, they had this carpet. You could walk around it and see almost all there was to see inside of that hole.

Q. Was this glass or plastic, this transparent material solid, just one piece?

A. All solid. There was not any seams where it joined the craft.

Q. Was it clear or tinted?

A. No, it was clear. And I was getting ready to tap on it and they stopped me. I wanted to tap on it to see what it sounded like. They said it was a material that they had not discovered - never dreamed could exist. They had not figured out how to cut a hole through it. They had a lot of machinery in there, big machinery and equipment in that building. They undoubtedly had been doing a lot of experiments trying to figure out how to get into that thing (disc).

Q. Where were the bodies kept in relation to the vehicle?

A. In a room, like a hospital room. They made you go through a decontamination room and another decontamination room before you went in there. After you came out of there, you had to go through two more decontamination rooms.

Q. Was this room inside the hangar, or outside it?

A. It was in the hangar. It's upstairs. The hangar was a tall building. It had a deck up there. The ceiling was about 10 feet high and the room that we were in was about 40 x 40 feet. They had all kinds of medical machines, all kinds of x-rays in there.

Q. Were the bodies just kept out? Or were they in any sort of case?

A. They were out. Of course, the temperature and humidity in there was maintained perfectly, as the air was at the time that they arrived. I don't know. Every one of them told me the same thing: those were not dead (beings). If they were dead, they would have already started decomposing. They are either alive and in a state of suspended animation; or they are activated by another craft or by someone in another craft.

Q. Did you see any of the bodies that were animated? That were not in the suspended animation state, but were physically walking around?

A. Inside?

Q. Or anywhere?

A. Oh, no. No. I've never seen one walking around. And I investigated about 25 closed sites. At many of those sites, you could check the plants and see traces where the beings walked around. We had to keep people out of those areas.

Q. Was this part of the work that you were doing with the government group?

A. Yeah. When we would get there, we would bring out (deleted by Ron). The ground was never burned or singed. Nothing would grow because the ground had gotten real hot. It would take a few years for that land to be able to regerminate.

Q. So, you would go in (to a craft location) and check out these cases with other people still as part of the research that you were doing with this (government) organization?

A. Yeah. Whenever they had a landing, we would be there.

Q. Do you remember what year you stopped doing this?

A. It was about 1971 or 1972. But in that area of New Mexico to California, we had about 40 or 50 landings.

Q. In what length of time are we talking about?

A. A time of about five years.

Q. Do you know if this project is still around today?

A. Yes.

Q. It is still active?

A. Yes."

Q. Do you remember what year they actually started the project?

A. No. I have no idea when it was started.

Q. So you were brought in after it began.

A. The guy's place that I took started leaking out information and I replaced him. Now I was not the only one. I was one of the scientists that worked on it. There was, well ... I can't name them ...

Q. This was the U. S. Air Force that was over this project?

A. No, it was the Department of Defense. Now the Navy had two or three of the research projects like this one.

Q. How far up does information about this go? Does the President know about this?

A. Oh, yeah. We had several special meetings with the President.

Q. The President at the time would have been Nixon?

A. Yeah, he got into all that damn mess. I answered some of his questions.

Q. You know that Jackie Gleason, the comedian/actor that died recently. He reportedly saw bodies down at Homestead A.F.B. in Florida and that President Nixon supposedly got him clearance to see them.

A. There were some at Homestead. Actually, it was right behind Homestead. It's one of the most secure bases. It is well protected.

Q. Do you think that the astronauts know about it?

A. I don't know. At the time I worked for the government, I was never supposed to discuss it with anybody.

Q. Right. What was the level of security on this?

A. It was Top Secret. The *very top*.

Q. Top Secret? Or above top secret?

A. It was above that. It went from the President through the Director of the CIA to us.

Q. Did he (President) ever have a group that represented him?

A. Yeah, he had a whole bunch of scientists there. There must have been 25 to 30 in his office. They sat in chairs on that side and we sat on this side and they would ask us questions.

Q. Was this in D. C. or at Edwards AFB where these meetings were held?

A. No, they were in Washington, D. C.

Q. Given the level that you were at and the speed at which you were progressing, how far do you think that project has gotten today?

A. I haven't any idea."

Dr. Epigoni later referred to the group of scientists that were with the President during these briefings at the White House and called them the Special Committee.

In our previous meeting (in June 1989), we discussed the properties of matter and anti-matter. He believes that some of the flying saucers that our government has recovered are being powered by a type of anti-matter drive. Dr. Epigoni said that you would need to pass an electrical current around a tube that was capped on both ends with metal. Then, particles would be forced through one end of the tube. Protons and anti-protons would collide to release anti-matter. The process, Epigoni stated, could be quite dangerous if one end of the tube should fail to hold."

**Part 10: UFO Crash/Retrievals: The Inner Sanctum - Status Report VI**  
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**Len Stringfield:**

"To begin my comments concerning Dr. Epigoni's disclosures, during Ron's earlier interview of

April 11, 1990, I must say that his secret work as a physicist did not give him a need-to-know access to details of the alien anatomy or behavior. Like other areas inside the Inner Sanctum, the medical exploratory phase is also compartmentalized so that no two specialists would know the whole A-to-Z story of the alien creature's biostructure.

To me, Epigoni's disclosure of the UFOs alleged landings at military bases is more than of passing interest. Perhaps, as Ron and I speculated, some of the '40 to 50 landings' might have been staged to test the skills of recruits, but whatever the actual number of landings, the incongruity of him being witness to almost human-like crews with *noses, ears and teeth* is a physiological factor not in keeping with the stereotyped little grays retrieved at crash-sites and encountered in most abduction cases.

Suspended animation? Dr. Epigoni is not too clear about this marvel - a subject not too far out in space technology. However, it is difficult to rationalize a purpose to land in that condition, exposed to capture and knowing they would be at the mercy of the human race. Surely, Epigoni is omitting important retrieval details from the time of their landing to exhibition in an atmospherically controlled room.

Then there is the question of the alien biology. My curiosity is not only aroused by Epigoni's brown biped with teeth, but mainly - hoping to get his inside view of the ubiquitous humanoid with grayish reptilian skin and big head. Are both the inhabitants of one or more than one world? Are they both clones or androids? If so, who's the 'boss?' Several remarks posed by Epigoni might show his knowledge or insight. In one response to Ron, he spoke of teeth, but said that he could not tell if they were growing (naturally) or made. He also spoke of feeling the ribs and he wondered if they were real bone or metal or something else. Then he remarked, 'If you could make people like that and give them guns and send them off to war instead of solder is.' Was what he saw a robot?

Whatever the answer might be, I hasten to add that there are other reliable sources of my acquaintance who know of the existence of at least one *live* alien in custody. If my private sources are correct - and I have reason to believe them - that live aliens have been in custody and secretly isolated for interrogation or to exchange information, then it is reasonable to believe Epigoni's story of landings with entities in a state of suspended animation.

Landings at, or near, military installations? I have many reports, some believable, some questionable. I have cited cases in my previous status reports to name a few: Ft. Riley, an Army base in Kansas, 1964; Nellis AFB, Nevada, 1968; Big Springs, a secret base in Texas, 1968; and at the complex of Fort Dix Army Base and McGuire AFB in New Jersey, 1978. My most credible, firsthand source to witness a landed saucer was an Air Force officer who later became an astronaut making flights in the Mercury and Gemini programs. During one of our many chats on UFOs in the 1970s, he told me that in May 1957, while stationed at Edwards AFB, he was in charge of a film crew on assignment to shoot movie footage of a certain area when he spotted a landed saucer with windows and tripods about a quarter of a mile from his vehicle. 'We got 445 stills and good movie coverage of it,' he said. 'But I never got to see it on the screen. Intelligence took charge and dispatched it to Washington, D. C.' Others might know his name as different versions of the incident circulated among researchers. In my case, I had promised him I would not publish his name.

Ron and I discussed the Epigoni disclosures on several occasions. Needless to say, I was curious about the human-like alien with teeth and even more curious what his source knew about the little grays, without teeth. Another interview was conducted which produced the following provocative answers:

Ron Madeley Further Interview with Dr. Epigoni:

'Q. You had mentioned that when you were with Blue Heaven, you had seen some type of bodies that they had there. The description that I recall you saying was that they were more or less like humans.

A. Yeah.

Q. I am curious what you think about some of the descriptions that people have given where they have seen similar vehicles, but different bodies. The bodies are often described as about 4 feet all, have large hairless head, no visible nose or ears.

A. Well, they've never verified any of those, you see. This thing is verified.

Q. How do you account for those stories then from people who have seen them on military bases and so forth?

A. Well, as far as those were concerned, a lot of those were acted up - the uh, higher echelon went to an island and they had to make some decision about how to keep everyone from finding out what was really going on. The government itself has a special department for that now, to help the military handle it.

Q. What's the name of that?

A. I don't know! It's in Washington, D. C. It's been set up in the last six months.

Q. To deal specifically with?

A. With 'foreign matter,' and UFOs and things like that. And they just set that up within the last six months. It might have been eight months, six to eight months ago. (RM Note: Late fall of 1990.)

Q. And who is working with that?

A. I don't know one of them and I don't want to know them.

Q. What do you think that they are going to find?

A. I don't know! But with these satellites out there, if there's anything out there, they'll find it.

Q. What do you think, based on what you saw at Edwards AFB? What do you think that was?

A. I think it was a vehicle from another planet. I saw robots. Robotic type beings.

Q. How big was that vehicle that you worked on?

A. About 40 feet in diameter. Well, this didn't have a glass dome in the top. It had a turret, but you couldn't see anything in through the windows.

Q. What have they done with it since you quit working on it?

A. Well, the last I heard, they were trying to figure out some way to get that turret open and get in that way. That door that opens below that let those guys out and closed, there is no way those guys (USAF) will get in there. You could take your fingernail up and drag it real slow and find the seam, but nevertheless ...

Q. I think I remember you telling me that it landed at Edwards AFB.

A. Well, it landed northwest of the base in a flat part there and that door opened and the guys walked out and laid down on the ground and the door closed.

Q. They stood there or laid there?

A. Laid there.

Q. How many of them were there?

A. Four. There might still be some inside it. Undoubtedly these four were (had been).

Q. How did it get to Edwards AFB?

A. They moved it. The Air Force moved it.

Q. How long was it between the time that it landed and when the Air Force found it?

A. Well, they saw it land, so it was not far from the base. They scratched it up, I can tell you that much! The legs didn't go back up in it. There were no wheels on the legs, so you had to drag the damn thing.

Q. What was the reason for using the code name?

A. I don't know. My understanding is that the name goes back to WWII.'

### **Stringfield:**

"Dr. Epigoni, without explanation, has made obvious changes in his story. Instead of 12 aliens taken captive who were in a suspended state of animation, he switched to four; instead of a glass-top dome on the craft, it became a turret.

I discussed this matter of discrepancy with Ron and we agreed that it appears that he had consulted with his superiors and was advised to alter certain key details. But the strongest evidence that Epigoni had been in recent communication with somebody in an authoritative position is in his disclosure that an office had been set up in the past six to eight months whose purpose is to 'make a decision how to keep everyone from finding out what is really going on.'

If this is true, then the big news is that Dr. Epigoni's remaining disclosures might be basically true and allowed to be published uncensored with official blessing. Like Chicken Little's 'skies that fell down,' my assumptions might also fall, but there is a possibility that some of the Epigoni revelations might be one of the 'breaches' from the other side of the wall, controlled by the Inner Sanctum. Time will tell.

## **THE CRASH AT FARMINGTON (NEW MEXICO)**

At the expense of being repetitious, the frequency and unspecific locations of some UFO crashes and/or landings in New Mexico and environs in the post-WWII era can be confusing. Even allowing for disinformation leaking out a faked case, there are too many sources with pieces of correlative information to dismiss the postulate that saucer-like craft at that time were 'up to something' and at the same time were crashing or landing for unknown reasons. While Roswell has been the umbrella for most of these events, the least talked about was Aztec, the site of a crash promoted by Frank Scully in his blockbuster book *Behind the Flying Saucers*, published in 1950. But Scully's fame and his shocking revelations soon became a shambles. Investigation, which exposed the shady status of some of his informants, was enough for the myopic lords of research and the media at that time. Without looking any further into the incident, (they) declared Aztec a hoax. The case laid dormant for years, along with rumors of other crashes. In fact, it was an indignity to even discuss the subject among researchers so thorough was the Aztec stigma.

Then in 1986, William Steinman of La Mirada, California - admittedly obsessed by the Aztec affair and its loose ends ignored by research - resurrected new interest when he published *UFO Crash at Aztec*. Having written the Foreword for his book, even though I had some reservations about the crash, I did expect an eventual positive response from new sources if the case had merit. Nothing. Among researchers, a few were impressed by the volume of evidence that Steinman had amassed which he had hoped to lend credibility to the event. But most were still convinced that Scully was duped by scoundrels.

A year later in 1987, the mood among UFOlogists suddenly turned. For Roswell, it was good; for Aztec, hopeless. Bill Moore, one of Steinman's loudest critics, was reaching new heights of acclaim for his dramatic disclosures of documents about MJ-12 and their support for Roswell. I remember when he spellbound a large audience as guest speaker during dinnertime at the MUFON Symposium in Washington, D. C. announcing hopes for a breakthrough soon. Again, hopes were dashed. The breakthrough never happened.

Curious about the dearth of information about Aztec - unless indeed, it were a hoax or a will-of-the-wisp - I made some probes of my own. On October 4, 1987, I phoned Gabe Valdez of Dulce, New Mexico, described as a law enforcement officer of impeccable character, asking what he knew about the crash from firsthand sources. Valdez was known to research, having been involved in the investigation of cattle mutilations - some tied in with UFO activity. Yes, he had heard about the Aztec crash in 1948 and said he had talked with two people about two years before who claimed to have firsthand knowledge of it.

One was an 87-year-old gentleman, he said, who remembered news of the crash first reported to be that of an airplane. As a witness to a flatbed truck that hauled it away, Valdez said, he also recalled an officer (not sure whether Air Force or Army) who advised him to 'keep quiet.' The other person, a native of Aztec according to Valdez, was a 65-year-old lady who heard about the saucer crash and recalls seeing military people busy in the area.

Valdez said he had the old gentleman's name marked down somewhere and would let me know if he found it so that I could call him for firsthand details. I called Valdez twice to check and he never called back after that. End of Aztec.

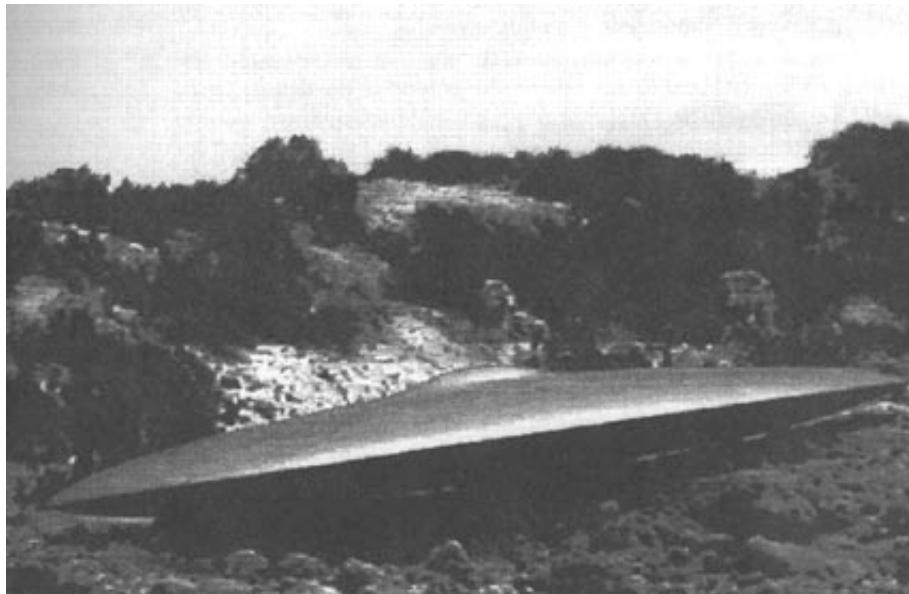
But it was not the end of New Mexico crashes. For the enrichment of our chronicle, a new site for a crash is introduced allegedly occurring near Farmington, a small town about 25 miles southeast of Aztec. The source is Chuck Oldham of Lansdowne, Pennsylvania, a professional business person who shares the challenges of UFO research with his wife, Vicky, also a professional person in another endeavor.

Chuck's information about this crash came initially by phone in the fall of 1990 (by a person) who preferred at that time not to reveal the location and many other details. In February 1991, I called Chuck and announced that I was planning to publish Status Report VI and asked if I could include his prized material He agreed, conditionally, on the approval of his source, a former military officer with high security clearance.

The Oldham's report which I received May 30, 1991, with illustrations, is an obvious product of professionalism. Included was a photograph of a clay bust of a hypothetical

alien head they had modeled from a composite of reports and a computerized depiction of the saucer that had crashed at Farmington. Chuck regretted, however, that he was limited in revealing certain details which might compromise his source's identity.

The Oldham report, copyrighted, is published as follows verbatim:



Computer simulation, based on memory of a military officer who alleges he saw a photograph of a crashed saucer at a military base library open only to personnel with Top Secret access clearances. Chuck Oldham's interview with the unidentified officer and drawings which relate to the craft's basic structure are also included in this report.

**Report About Alleged Farmington, New Mexico UFO Crash**  
© 1991 by Chuck and Vicky Oldham

'We are releasing this report in the attempt to reduce the imbalance of information available to those researchers involved in pursuing the facts surrounding CRASH/RETRIEVALS. It is not our intent to dispute the research uncovered by other independent investigators. With so little access to the big picture, we must not assume that similar accounts necessarily refer to the same event. Some early researchers uncovered a crash case and assumed that other accounts of crashes must have been misidentifications of one specific event. After all, a logical argument would support the premise that any being technologically advanced enough to visit us from a different solar system would be invulnerable to such catastrophic miscalculation.

With this in mind, we would like to draw attention to some of the details conveyed by our witness that are remarkably similar to details in other accounts of UFO crashes. Firstly, the government file seen by our witness refers to *many crashes*; secondly, it describes a peculiar break in the porthole of the recovered craft. (This craft is the subject of our report.) The same type of break has been described in past reports about craft recovered from other locations.

There could be many reasons why such a specific description of the porthole break is a feature found in other UFO crash reports. It is possible that publicly reported details from early retrievals were intentionally shuffled to protect the sources of the information. Additionally, the intelligence community might have contributed to

this process. Whenever classified information surfaces, the pattern of the information released indicates the source of the leak; consequently, governments maintain effective control over this subject.

If many of the retrieved craft exhibited the same kind of pin-hole break, it could be the result of some defect in the porthole material; maybe it's the characteristic puncture inflicted by some exotic weapon of extraterrestrial war. Perhaps we will come to realize, in spite of the existence of technologically advanced beings, that achievement of perfection is an elusive standard everywhere.

We feel that this introduction would not be complete without adding that we strongly support other independent researchers that have expressed their dissatisfaction with official positions regarding the continued withholding of information about UFOs. This responsibility lies squarely on world leadership. Of their mismanagement of this and other aspects of world governing, we state: manipulation of the truth is a poor substitute for leadership and a weak strategy for the future survival of mankind. The only way we can forge ahead is to have clarity of purpose; the only way to attain this clarity is with a true vision of what we are, as a species, in relationship to the universe.

The interview took place with a witness who was a former military officer. While serving in the military, he had a special security clearance that enabled him to access a restricted library (prior to 1970). Due to the highly sensitive nature of the information and possible risk to this individual, no information is provided which could be used to identify him or the location of the base. The following conversation is not written down verbatim, but was compiled over the course of four separate sessions.

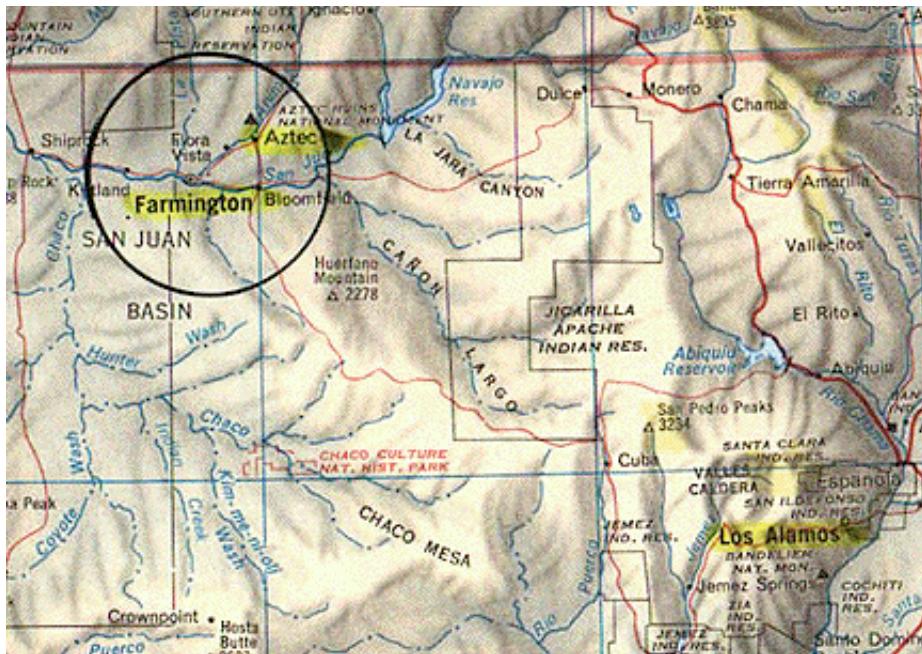
Q. What was the occasion in which you viewed documents concerning crashed saucers?

A. While I was stationed at this particular base, I had a special assignment which afforded me ample free time. The materials library was available to those officers with a designated security clearance and I had the appropriate clearance. I was passing time in the library and I discovered a file on the subject of an alien craft and its dead occupants that had been retrieved. The file contained a report, a separate black and white photograph (of the craft) and a book by Major Donald Keyhoe."

**Part 11: *UFO Crash/Retrievals: The Inner Sanctum - Status Report VI***  
© July 1991 by Leonard H. Stringfield



Computer simulation based on memory of a military officer who alleges he saw a photograph of a crashed saucer near Farmington, New Mexico on file at a military base library open only to personnel with Top Secret access clearances. From Chuck Oldham's 1991 interview with the unidentified officer.



Report About Alleged Farmington, New Mexico UFO Crash  
© 1991 by Chuck and Vicky Oldham

'Q. Did the file or any of the documents within the file have a classification stamped on them such as 'Classified' or 'Top Secret?'

A. No. They were just in the (military) base library; but you needed to have the proper clearance to be admitted.

Q. Before you saw the file, did you ever have any experience with UFOs - any personal sightings?

A. No, not at all.

Q. Were you asked or required to look at this material in the library at any time?

A. No.

Q. So you don't think some kind of test was being conducted, with you as the subject?

A. No, I was alone when I viewed the file. I was actually looking for something else at the time.

Q. So you came across this file by accident?

A. Yes.

Q. What did you see in the photograph?

A. There was a perfectly intact, circular shaped craft and it was lying somewhat tilted to one side on the ground in the desert. There did not appear to be a crater or other ground-surface disturbance in the photograph that would indicate a crash. But I could not tell for sure.

Q. Could you describe the angle in which the craft appeared tilted as it lay on the ground?

A. I would estimate that it was tilted from about five to ten degrees.

Q. Did the top view of the craft form a perfect circle?

A. I couldn't tell. The photograph showed the craft from the side, as if somebody on the ground had taken the picture some distance away. But it was referred to as a saucer shape.

Q. Was there any mention of radiation associated with this craft?

A. It wasn't indicated.

Q. So you say that the craft was intact - no damage anywhere?

A. Well, the report referred to this particular craft in much greater detail. This just reinforced what I was seeing in the photograph, but they also elaborated on many details not evident in viewing the picture. First of all, it was stated that the craft was retrieved somewhere near the town of Farmington, New Mexico, prior to 1950. As I could see in the photograph, the material of which the craft was composed was metallic and resembled brushed aluminum - the report noted this also.

Q. Were there any fin-like projections noticed on this craft?

A. No, none at all.

Q. Was there any mention that this structure was reminiscent of a gyro; in other words, did the exterior of the craft rotate around the cockpit?

A. There was nothing indicated about that.

Q. Could you make out any identifying markings or symbols on the craft as it appeared in the photograph?

A. No. And there was nothing mentioned about it.

Q. Were there any surface features on the craft at all?

A. It was stated in the report that there were portholes on the cabin part of the craft, but they were not made of any type of glass. Also, I couldn't make out this feature in the photograph.

Q. Did the information reveal what that material could have been? (See Diagrams Below)

A. Well, this porthole had a puncture that was the diameter of a pencil; that was the only defect discovered on the entire ship. Our people tried diamond drills, an acetylene torch - everything they could come up with on the porthole where this opening was located, but nothing would break through it. They couldn't enlarge the hole, either; the material was tougher than anything we were familiar with on Earth. But they eventually got into the cabin.

Q. Did it say how they accessed it?

A. Yes. It was described as a chance opening. They had gone over the outside of the craft and could not even find a seam or crack that might indicate the location of a door or other entrance. This led them to focus on the small opening in the porthole. As I mentioned earlier, they used everything they could think of to enlarge this hole - and nothing worked. It was concluded that they would have to somehow gain access through this hole and they eventually did because a door popped open. It appeared from a place where there were no obvious seams or other indications of a door. The report said (referring to the opening and closing of the door) that it was 'almost as if the material of the craft had liquefied and then solidified again,' leaving no clue of the door's location upon closing. If there was a seam, it was so tight it could not be observed.

Q. Did you ever see the movie, *The Day The Earth Stood Still*? It sounds like a scene from the movie where they show the military trying a blowtorch on a spaceship, but with no luck.

A. No. I never saw the movie.

Q. Did the report in the file indicate the size of this craft?

A. My recollection is that it was around thirty-some feet in diameter.

Q. Was there anything in the report that indicated the weight of the craft?

A. Yes, it was apparently composed of a very light weight material. The report stated that two average men could lift or move the entire ship!

Q. Did you ever see anything about the ability of these ships to become invisible, like the cloaking idea presented on *Star Trek*?

A. It was indicated that there was no way of telling whether they got out of sight so fast that your eyes could not follow them, or if they actually had cloaking or light-bending ability.

Q. I am especially interested in what these dead occupants were like. Were they described as biological extraterrestrials?

A. They didn't use that terminology that I can remember. But yes, they were described as being like us, but smaller - two arms, two legs, a head, feet and hands.

Q. Were they all alike in appearance?

A. Well, it said that the two bodies were badly charred. So was the interior of the cockpit of the craft. The report also said that they were about four feet in height; there was no description of their features beyond that.

Q. So there was no mention of sexual differences?

A. No, no mention of that. But it's interesting that the report said that the clothing was not burned at all.

Q. So there was a description of the fabric?

A. Yes, it was some type of woven fabric and the report said that it had a tensile strength of 800 pounds.

Q. Was the color of the fabric mentioned?

A. No, there was no reference to it.

Q. How about the style of the clothing? Did they both wear the same thing?

A. It was only described as being like a one-piece flight suit. And yes, it was the same on each one.

Q. Was there any mention of craft propulsion systems? For example, anything involving jet, nuclear, or anti-matter driven engines?

A. There was no mention of a propulsion system, other than the idea that their technology utilized magnetic or gravitational fields of the planets to travel in space. It was speculated that they were able to cross greater distances of space within a much shorter time than we thought possible. For instance, based on our present day technology, it would take us years to get very far in space. To them, it would only be a matter of days, or even hours.

Q. How could the military figure this out?

A. The report did not go into depth on this, but part of the conclusion was based upon the fact that there was no food or bathroom facility found within the cabin of the craft.

Q. Was there anything in the report that indicated the reason for the craft coming down? For example, there have been rumored reports that our military was under orders to intercept and shoot them down. Is it possible that we shot this one down?

A. No. According to the report, we were not responsible for bringing this craft or any of the other ones down. There was mention of a magnetic fault, or opening, or something like that, located in the area where the craft came down. There were three of these faults or openings located in North America: one was located in the Southwest, around the Texas/New Mexico area; one was somewhere in the Carolinas; and one was somewhere in the Northeast sector, but I can't remember exactly where.

Q. You mentioned 'or any of the other ones.' Are you saying that there was more than one crash?

A. Yes, the report referred to 'crashes' and the Farmington crash information was used to relate general information on similarities with other crashes.

Q. Are you saying that these aliens are not able to control their craft in certain areas?

A. From the report, I learned that these areas occur naturally and could possibly interfere with the navigation of these craft. You see, the way I understand it, they use the natural magnetic lines of a planet and a gravity field to move their ships from one place to another. That's how they are able to make near-right-angle turns, which our jets are incapable of doing. They can fly circles around any of our aircraft.

Q. Was there anything in the report that suggested where the craft and the little beings originated? Or why they are coming here?

A. No, nothing in the report as to 'why' or 'from where.' But the report did say that hundreds of alien craft flew over the town of Farmington, New Mexico, on the anniversary of this crash. That also corresponded with the celebration of some national holiday. And it said that it might have been a tribute to the beings that were killed, or they were letting us know - by a show of force - they had overcome the factor that had caused their ships to crash.



Farmington Daily Times, New Mexico, March 18, 1950.

Q. How did the military report specifically refer to it? For instance, was it described as 'a tribute to their fallen comrades?'

A. they didn't use the term 'comrades.' Actually, there was some specific terminology used, but I can't recall what it was. (Note: Chuck speculated that whatever the word was that referred to the dead beings, it may have some important significance indicating our military's awareness of the relationships or order within the alien culture.)

Q. Why do you feel that the military or the government is withholding this information from the public?

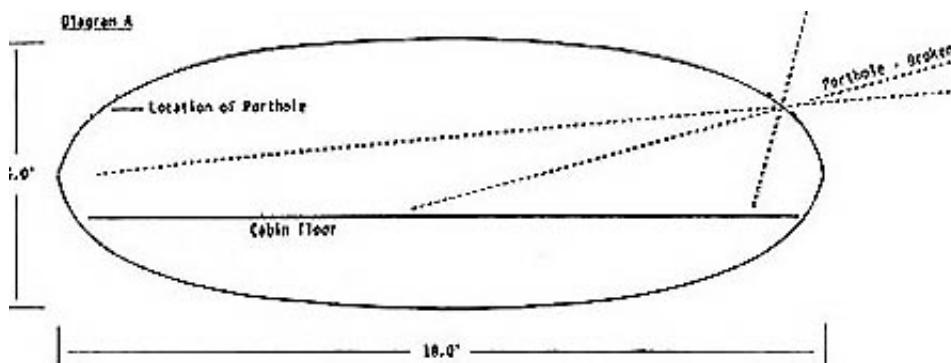
A. They felt that only people in professional levels were capable of dealing with this information. Based on what occurred with the Orson Welles *War of the Worlds* radio presentation, this information could create panic. Then it threatens to break down the industrial complex that supports the military complex - it would obviously undermine it. And it could possibly reduce our ability to counter an attack by a hostile alien culture. But it was also clear that the intent of these particular beings was not known. While our technicians worked on the craft out in the desert (trying to gain access), other alien ships would, from time to time, fly by the site, pausing momentarily to view the scene, perhaps to see if there were any survivors. At no time did they attempt to harm our people.

Q. Do you have any other comments you would like to make about this?

A. I think I've covered everything. All the information on this subject was removed from the library in the late 1960s. One thing I can say is that I would sure like to know what's going on now.

### Craft Diagrams: Aztec Crash

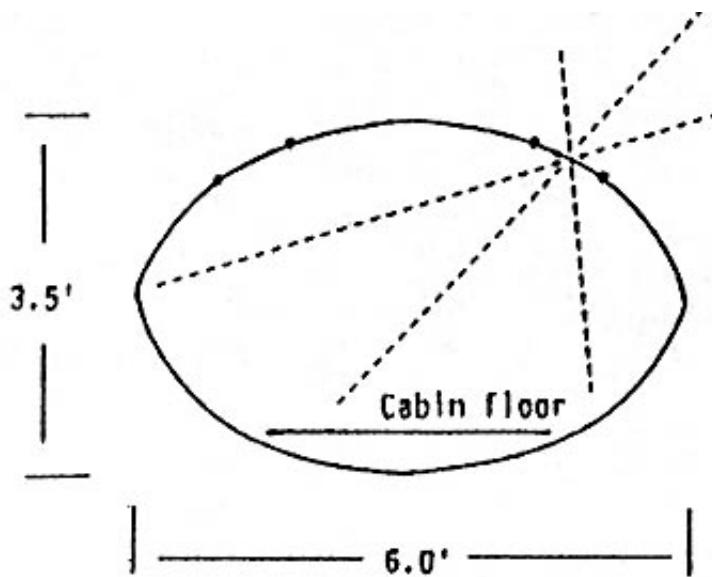
The following diagrams demonstrate a hypothetical analysis of random probings to gain access to the mechanism controlling the cabin entrance door. This method uses a thin, rigid metal rod, maneuvered through a pencil-sized opening in a porthole.



Aztec Crash - Estimated dimensions of Aztec saucer cabin were 18 feet diameter and 6 feet high.

### Farmington Crash

Estimated dimensions of Farmington saucer cabin, based on diagram identified by witness. The scale used to formulate diagrams A and B was 9/32 inch = 1 foot.



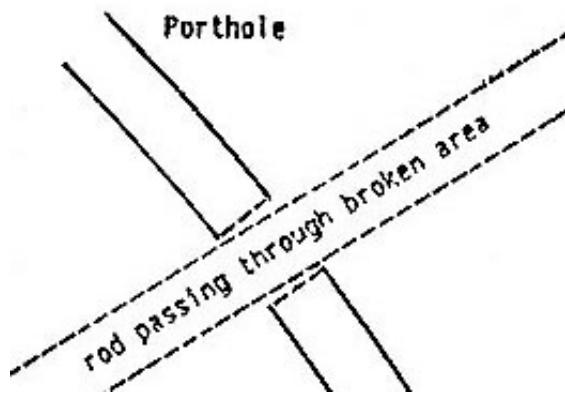
Farmington Crash - Estimated dimensions of Farmington saucer cabin were 6 feet diameter and 3.5 feet high.

The following factors were used as a basis to formulate the measurements shown in the documents:

Cabin floor levels and location of portholes are based on height of reported occupants (36 to 48 inches high).

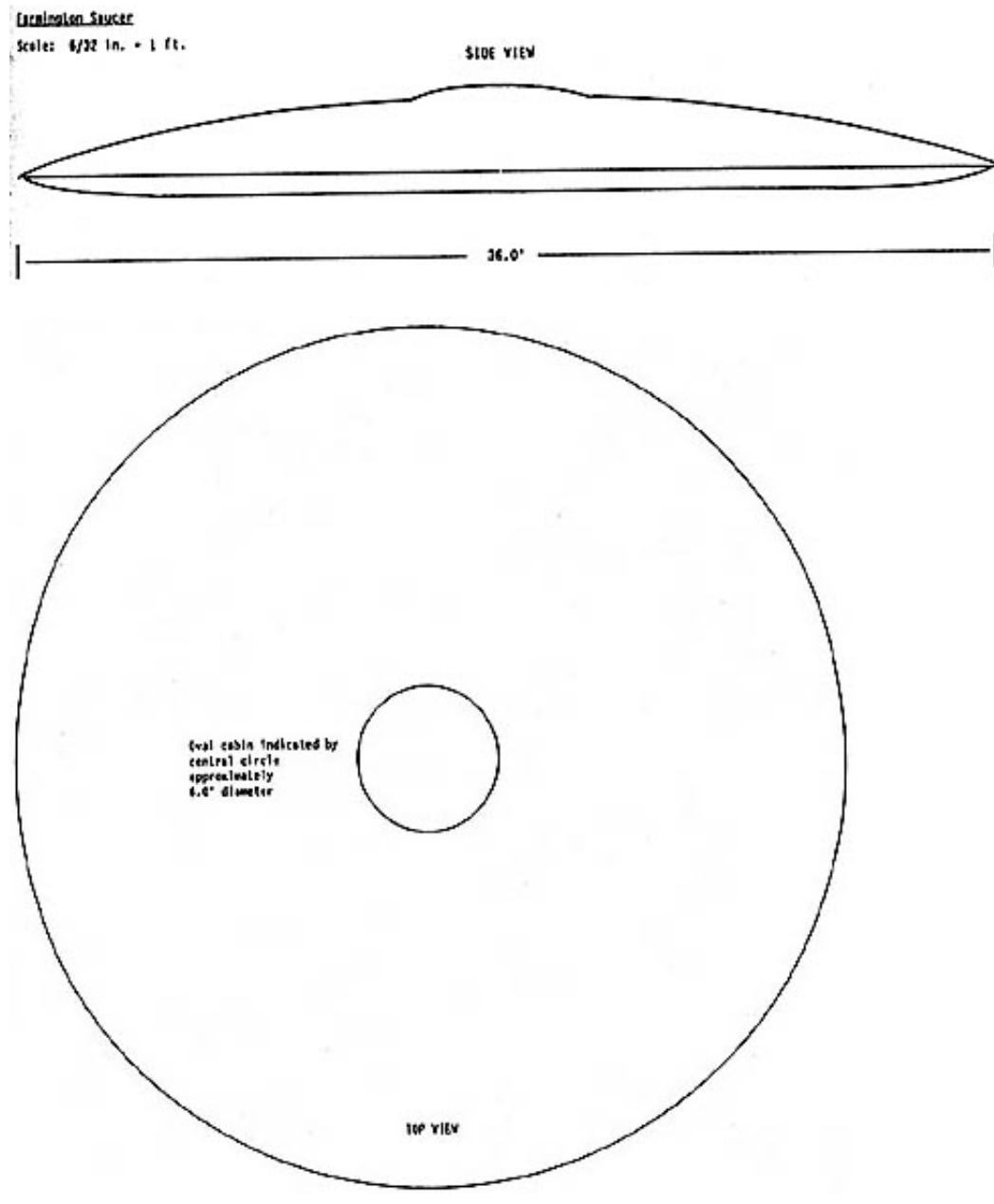
Thickness of porthole material combined with the relatively small diameter of the broken area and the angle of penetration of the break itself would restrict the play of any object used to probe inside cabin. See diagram C.

Diagram C



Conclusion: Traversing a six-foot diameter cabin would afford one greater control and accessibility. The far side of the cabin's interior would be easily reached. In contrast, attempting to probe inside a larger, 18-foot-diameter cabin using a long, pencil-thin metal rod would be extremely difficult.

Farmington Saucer Scale: 6/32 inches = 1 foot



Oldham References

We include a book list because we are concerned that much of this literature has been passed over by present-day researchers. Some of the accounts contained here have long been discredited and are sadly ignored. We initially avoided much of the older material ourselves and would not have bothered with it if we did not have the

information divulged to us by our witness (to the military file). This is further significant because we first became acquainted with this person over an entirely different subject of interest and it was an offhand remark about UFOs that led him to reveal his story.

**Ruppelt, Edward J.** *The Report on Unidentified Flying Objects.*  
Garden City, New York: Doubleday & Company, Inc. 1956.

In this book we found a corroborative reference to the incident in Farmington, New Mexico.

**Keyhoe, Major Donald E.** *The Flying Saucers Are Real.*  
New York, N. Y.: Fawcett Publication, Inc. 1950.

Here we found a brief account of the Farmington incident. We also read about Keyhoe's trip to Denver, Colorado, to check on the story about the 'little men;' he was convinced it was a hoax.

**Berlitz, Charles and Moore, William L.** *The Roswell Incident.*  
New York, N. Y.: Berkeley Publishing Corporation, 1980.

The authors suggest that the Scully story may not have been the perpetration of a hoax after all.

**Edwards, Frank** *Flying Saucers - Serious Business.*  
New York, N. Y.: Lyle Stuart, Inc., 1966.

A very informative book. Areas of interest to us include the chapter entitled 'Pick Up the Pieces' which features accounts about Wilbert B. Smith of Canada.

**Scully, Frank** *Behind the Flying Saucers.*  
New York, N. Y.: Henry Holt and Company, 1950.

New evidence indicates that he was telling the truth about the crashes of disks and the recovery of the bodies. The story told here is an amazing corroboration of details that were revealed by our witness to the file. He has never heard of Scully or his book.

**Steinman, William S. Stevens, Wendelle C.** *UFO Crash at Aztec.*  
Tucson, Arizona: UFO Photo Archives, 1986.

This is an extensive and impressive work that substantiates Scully's claims from 1950. We feel that Mr. Steinman demonstrates a singular determination and courage that is rarely seen in UFO research. His personal interview with Dr. Sarbacher, confirming Scully's story, is key.

**Stringfield, Leonard H.** *Retrievals of the Third Kind*, 1978; *The UFO Crash Retrieval Syndrome*, 1980; *UFO CRASH/RETRIEVALS: Amassing the Evidence*, 1982; *UFO CRASH/RETRIEVALS: Is the Cover-up Lid Lifting?* 1989. Cincinnati, Ohio.

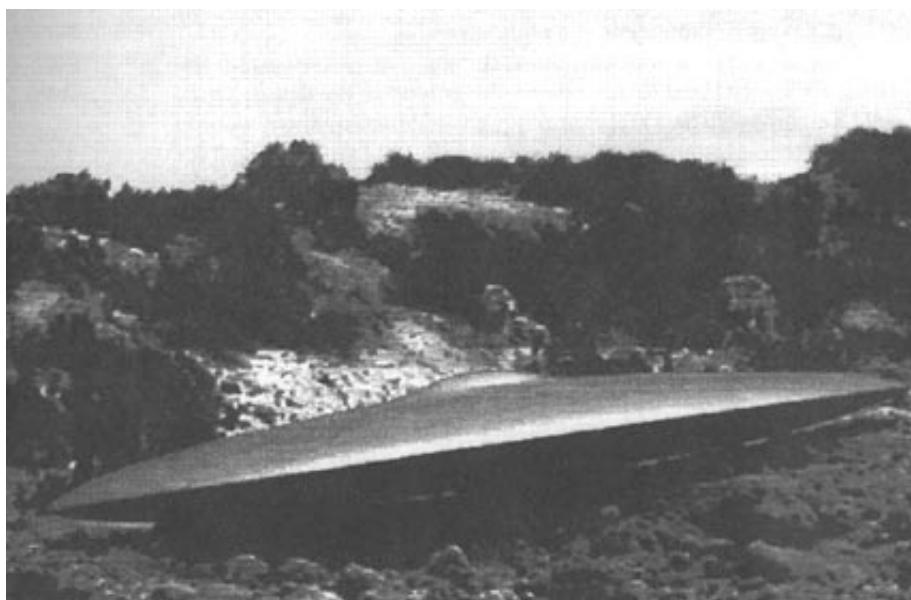
We feel that Leonard Stringfield's series of status reports have been an immense contribution to UFO research for more than a decade. Without this ongoing and regularly updated grounding in the physical aspect of the UFO phenomenon, many researchers might have become totally lost in the paranormal hypothesis. Mr. Stringfield has demonstrated great tenacity and tireless dedication, persisting in his investigations despite the barrage of disinformation that discourages (and even frightens) other would-be researchers. We express our gratitude to him for his relentless quest to uncover the truth.'

**Len Stringfield:**

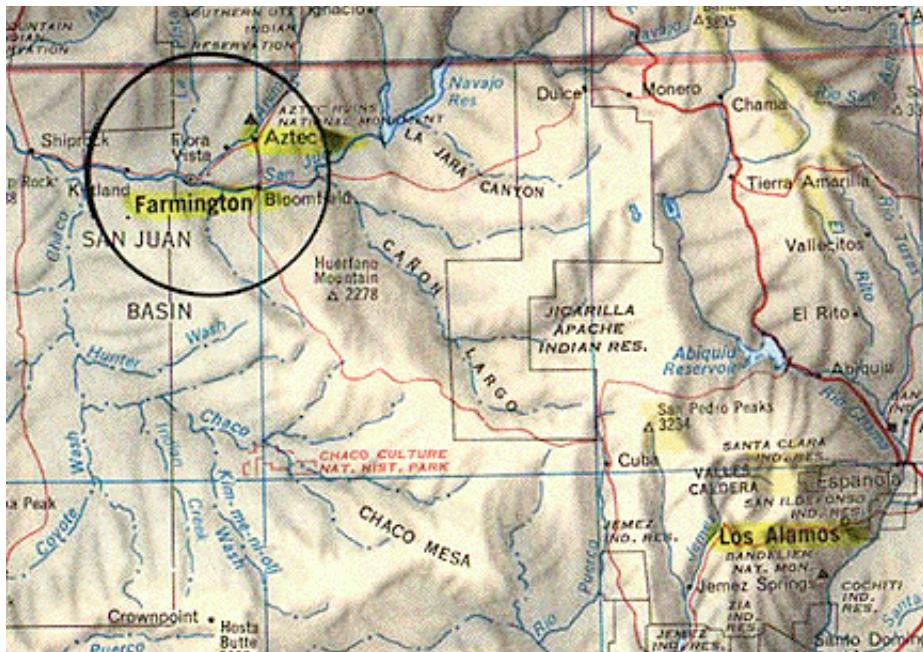
Unfortunately, without an exact year affixed to the saucer crash near Farmington, except that it occurred before 1950, we can only speculate that it was another case of using a catchall name for the alleged crash in the smaller town of Aztec in 1948. If that be the case, then we must overlook Scully's cast of swindling characters in his book and look anew at the facts - as amorphous as they might be - that Steinman tried to resurrect in his book."

**Part 12: *UFO Crash/Retrievals: The Inner Sanctum - Status Report VI***  
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"...In April 1972, members of a U. S. Army Special Operations group (in Cambodia during Vietnam war) were involved in a fire fight with the occupants of an identified alien craft. There were several alien casualties and a single human death, although several were burned by an unknown weapon." - High Ranking U. S. Army Officer



Computer simulation based on memory of a military officer who alleges he saw a photograph of a crashed saucer near Farmington, New Mexico on file at a military base library open only to personnel with Top Secret access clearances. From Chuck Oldham's 1991 interview with the unidentified officer.



### **Len Stringfield:**

"Whatever the reason, the saucer's show of force over Farmington, New Mexico, in March 1950, was indeed a fact and a concern to officialdom. According to Edward Ruppelt, former captain and head of the U.S. Air Force's Project Blue Book, in his book *The Report on Unidentified Flying Objects* (© 1956):

'...the sky over the little town of Farmington ... was literally invaded by UFOs. Every major newspaper carried the story. The UFOs had apparently been congregating over the four corners area on March 15 and 16, 1950. But March 17 was the big day when every saucer this side of Polaris must have made a successful rendezvous over Farmington because on that day, most of the town's 3,600 citizens saw the mass fly-by. ...Estimates of the number varied from a conservative 500 to 'thousands.' Most of the observers said the UFOs were saucer-shaped, traveled at almost unbelievable speed and didn't seem to have any set flight paths. ...'

For the compiler who lists UFO crashes and/or landings in New Mexico according to location and date, the task is simple. To the analyst, it is a can of worms. Obviously, in my analysis of the Chuck and Vicki Oldham report, the Aztec-Farmington crash, or crashes, is without resolution.

But, again, as a compiler, my list continues to grow. I discussed the Oldham report with Tom Adams of Paris, Texas. He received his complimentary copy of the same report from our mutual source (in their exchange of information relative to animal mutilations). As a result, I received still another crash story for the Aztec-Farmington area, but with a different year.

I have known Adams as publisher of *Stigmata*, specializing in animal mutilations and UFO-connected research for countless years. In my opinion, his credibility is

among the best in the business. I quote from his letter of June 2, 19091, as follows:

'In July 1976, I spoke with a lady, Gloria H. (pseudonym) in Colorado (we had a mutual friend). Gloria told me that her husband's sister, Jane S. (another pseudonym), lived in Farmington and had information about a UFO crash near there in 1950. Gloria said that two people had seen a craft go down behind a hill between Farmington and Aztec, near the highway. (It is assumed, though not known for certain, that it would be Highway 550). The two people, who were apparently both in one car, stopped the car, walked to the top of the hill or ridge, and saw the object on the ground. They returned to their car, got a camera, walked back up the hill, and took photos of the object on the ground. Gloria then said that other motorists had seen the object and stopped to walk up the hill to take a look. The first couple returned to town (they lived in Farmington) and turned in their film for processing the same day. After they received the photos and negatives, they were visited by 'military men' who confiscated the photos and the negatives.

'A few days later, on July 25, 1976, I spoke by telephone with Jane S. She essentially repeated her sister-in-law's story, with a few additions. The witnesses reported seeing a silvery cigar-shaped craft tumbling end-over-end through the air before it finally crashed or landed behind the hill. When the witnesses topped the hill, they saw a saucer-shaped object on the ground - the object that was photographed. Jane's interest in the story had recently been revived by conversations with Gloria. Not long before I talked to her, she had telephoned a man who had worked for the local paper (*Farmington Daily Times*) at the time of the incident. In 1976, he was representing New York Life Insurance in Farmington. He told Jane the exact date of the incident - March 18, 1950. He said he did not recall the identities of the people who photographed the object - but they went back the next day to find the object gone and no traces to indicate it was ever there.

The newspaperman was Clayton J. Boddy, business manager at the *Daily Times*. He is described in news reports as one of the witnesses to the apparent massive UFO over-flight above Farmington the previous day - March 17, 1950 (actually, that was the third of three consecutive days of such over-flights).

Clayton Boddy told Jane that he did not see the photos of the landed object, that he only heard about them. However, a mutual acquaintance of theirs told Jane that Boddy had indeed seen the photos and she couldn't understand why he wouldn't admit to it.

In the conversation of July 25, 1976, Jane S. also related information about an apparent crash very near Los Alamos, New Mexico. According to her information, the event would have happened about three years previous to our conversation, which would place it in the neighborhood of mid-1973. (I can remember hearing the slightest of rumors concerning a UFO crash near Los Alamos in 1973 or 1974.) Jane said the present (in 1976) fire chief in Farmington had lived in Los Alamos for fifteen years. He did not claim to have witnessed the crash, but only to have 'heard about it.' He said it was

close to the 'outer edge' of Los Alamos. He said the crash (or landing?) site was roped off and guarded. The fire chief said he had reason to believe the object was a 'space vehicle.' He moved to Farmington just after the crash occurred. At the time, Jane talked to him in 1976, he was very ill. He told her in no uncertain terms that he did not want to talk to anyone else about the incident, nor did he want to become further involved in any way.'

### **THE MYSTERY MIX; LANDINGS AND/OR CRASHES**

In my endeavor to evaluate the revelations of 'inside' informants, like 'Bob' and 'Dr. Epigoni,' and others with peripheral bits of information, I wonder about the thin line of difference between some UFOs that are described as crash landings and others as just 'landings' or as known in our jargon, touch-landings.

Analytical guesses are not good enough; we need facts. But to get facts for a meaningful evaluation, we're on the wrong side of the secrecy wall. However, there are hints or clues. Epigoni tells us about landings with aliens, or robots, in suspended animation; Bob tells us about a landing near White Sands Missile Range within a few days of the Roswell crash and, to pick out a couple more well-publicized cases, we should consider the Socorro, New Mexico, landing in 1964, when police officer. Lonnie Zamora, watched white-suited entities who seemed to be inspecting their troubled egg-shaped craft. Or, let's go back to an incident near West Palm Beach, Florida, in 1952, when scout leader, Sonny DesVerges, encountered a landed craft on the edge of a palmetto thicket. According to DesVerges, a grotesque creature emerged and then he was hit by a ball of red fire, causing temporary time loss.

Clues, yes. But in my mundane opinion, the evidence is only a superficial sampling. There are many other samples, too, for which there are no obvious parallels. One is of the grisly kind and if it were not for the integrity of my source, who experienced it, I would prefer not to believe the story. I've known my source, a high-ranking army officer, for several years and I know that he is a straight-shooter. After some consideration, he sent me the following report which occurred in Cambodia during the Vietnam War:

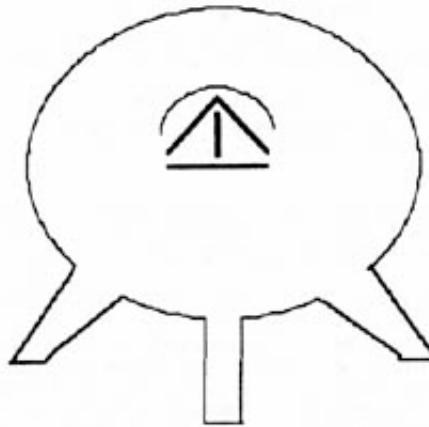
'We have discussed this on several occasions. Let us just say that in April 1972, members of a U. S. Army Special Operations group were involved in a fire fight with the occupants of an identified alien craft. There were several alien casualties and a single human death, although several were burned by an unknown weapon. The soldiers involved were questioned under narco-hypnosis and given a 'cover memory' of a much more benign nature. When the covered memories resurfaced, the truth was that the platoon happened on a group of aliens sorting human body parts (some of which were not native, they were white) into large bins and sealing them.

A fire fight ensued and several of the aliens were killed after it was learned that the light silver-colored suits they were wearing were essentially bullet-proof. All but one of the alien casualties resulted from 'head shots.' One alien

was killed by 'friendly fire.' As the soldiers pulled back, several of the aliens quickly packed as much as they could. One pressed the side of the craft and a 'gangway' slid down. They all scrambled into the opening, which disappeared as it closed. The hum from the craft increased as it rose and the 'legs' pulled into the body. It then accelerated at a fantastic rate and disappeared from sight. When the unit was picked up, a 'mop up' team cleared the area of any trace. The body of the slain soldier began to decompose almost immediately after death. The unit was held incognito for several days during the interrogation and warned never to discuss the incident.

Over the ensuing sixteen years, surviving members suffered nightmares about the incident which were increasingly different from the cover given by post-hypnotic suggestion. When the memories finally surfaced, all personnel involved had nearly identical memories. When agents of the responsible department were queried as to why this was done, there was no denial of the incident - only that they had been 'buying time.' Then the unit was interrogated originally by military personnel and then by civilians who were identified as representatives of 'MAJIC.' They were familiar with this group as all unusual aircraft sightings were reported through channels to 'MAJIC,' although no one knew who they were. Enclosed is an illustration with legend depicting the craft involved.'

**CRAFT ENCOUNTERED IN MILITARY OPERATION  
NEAR TON LI SAP, CAMBODIA IN APRIL 1972.**



Craft was polished, highly reflective, mirrored in appearance. Symbol on surface seemed to be 'ground' and 'sandblasted' as it was less reflective. No apparent opening or door was seen until just before departure. This was evidently due to an extremely precise fit and the nature of materials involved. Although armor was not readily apparent, the surface was impervious to small arms fire. The craft emitted a high-pitched hum (even while motionless on the ground) and was otherwise nearly silent in its ascent. Legs appeared to be one contiguous piece with a body, but withdrew into the orb during takeoff. Spherical in shape, the craft appeared to be approximately 50 feet in diameter. The encounter and the description of the object were reported directly to civilians who identified themselves as representatives of 'MAJIC.'

- Drawing and Text by U. S. Army Officer.

## **NEW INVESTIGATION, NEW DATA, NEW BOOK; UFO CRASH AT ROSWELL**

From my point of view, I can vouch for the co-authors, Don Schmitt's and Kevin Randle's meticulous investigation before publishing their book, *UFO Crash at Roswell* (Avon). In their book, if there are voids in the chain of Roswell events, it is probably because the source is deceased or unreachable or unwilling to respond, admitting that he has been sworn to secrecy. The authors, I know, have traveled everywhere in the USA to track down sources.

The following statement by the co-authors arrived June 1, 1991, just a week or so before release of their book:

'Something highly unusual crashed in the high desert northwest of Roswell, New Mexico, in the summer of 1947. The United States military reported the recovery of a 'flying disc' and newspapers around the world carried the unprecedented story.'

The military acted quickly and efficiently in response to the initial report by a local ranch foreman, issuing a press release that declared the recovery of an actual flying disc. Then, the military abruptly changed its original statement, officially classifying the object as a downed 'Rawin Target' balloon. Apparently, officers of the elite 509th Squadron, the only nuclear bomb wing in the world at that time, misidentified the remnants of a very common weather device constructed of mere rubber, foil, wood and twine. And while the cover story was going into effect, 50 to 60 troops were retrieving the actual debris, craft and its crew from two separate sites on the heavily cordoned ranch. The true wreckage, unlike anything the men had ever seen or handled, defied all conventional explanation.

Major Jesse Marcel, intelligence officer of the 509th, reported: '...I was certain ...that it was not a weather balloon, not an aircraft, nor a missile. It was something else, we didn't know what it was.'

Nine known flights transported the mysterious debris from Roswell under heavy security to at least three government installations. The men who took part in the recovery were sworn to secrecy and one of the most significant events in the history of mankind faded into obscurity.

The truth about Roswell was not resurrected until Marcel revealed his role to a reporter, thirty years after the press asked its last question.

The provost marshal, who supervised all security measures at the crash-site in 1947, told us that he considered himself still sworn to secrecy forty-three years *after* the event. So did an intelligence operative who assisted the special oversight team from Washington, D. C. One of the MPs directly

involved in the recovery of the bodies told us the same.

However, even though more than a half-dozen reliable sources give the chief counter-intelligence officer a key role in the recovery, he denies even the downed weather balloon.

There is absolutely no denying the government cover-up of what really happened at Roswell, a suppression that continues today.

Recently, an even more disturbing aspect of the sinister nature of Roswell has been uncovered. It has been reported to us by six separate witnesses that not only did the United States government resort to physical intimidation against them, but included death threats to their children. We are fortunate to have secured video depositions of a number of them, where they recount their ordeals with extreme emotional distress.

The question becomes quite obvious. What event would require:

1. The detainment and coercion of the rancher for a full week?
2. Aerial over-flights which located the second site and the discovery of the craft and crew?
3. Extreme security measures at both sites and at all outlying roads?
4. Fifty to sixty troops who took at least two days to complete the clean up of debris at the site?
5. Special teams from Washington, D. C., including a Secret Service envoy representing President Truman?
6. At least nine flights to transport the wreckage?
7. Sworn oaths of secrecy to key individuals that remain in effect today?
8. Use of death threats to insure both military and civilian cooperation?

At present, we are confident that - if given our day in court - Roswell could very well prove the reality of UFOs. Roswell also makes the possibility of other reported CRASH/RETRIEVALS a very real probability. We seek the assistance of all witnesses to all such reported incidents.

We also urge all those who have witnessed any of the events surrounding the Roswell incident to add their testimony to the hundreds who have already come forward, as we seek Congressional support for a full investigation. If we fail to act on this opportunity, which grows increasingly urgent, we fear these reports of crashed UFOs will tragically become nothing more than a collection of mundane anecdotal information.

## **'VERIFICATION IS MY MIDDLE NAME' - STANTON FRIEDMAN**

**Len Stringfield:** "Stanton Friedman needs little introduction as he is a popular figure in UFO research. Residing in Fredericton, New Brunswick, Canada, Friedman has B.S. and M. S. degrees from the University of Chicago. He worked as a nuclear physicist for GE, General Motors, Westinghouse, Aerojet General Nuclearonics and TRW. Having lectured extensively and written many papers on every aspect of UFOs, including Roswell and MJ-12, I felt that a statement from him was a must. He sent me the following by fax on July 2, 1991:

### Crashed Saucers © 1991 by Stanton Friedman:

'Because I am a scientist and have lectured on the subject 'Flying Saucers Are Real' at more than 600 colleges and to dozens of professional groups in all 50 states and 8 Canadian provinces, and appeared on hundreds of radio and TV programs, it should not be surprising that people tell me stories about UFOs in general and crashed saucers in particular. My approach to the crashed saucers stories has been rather different from that of Len Stringfield, who has become a magnet for leads about crashes and had collected and published a large number of such leads. I have devoted most of my attention to in-depth investigations of the few crashed saucer cases occurring in New Mexico in July 1947, with some effort regarding later cases there. Verification has become my middle name. Naturally, I have a large 'gray' basket for the unverifiable.

I am proud of the fact that I was the first researcher to talk in-depth with Major Jesse Marcel, the Intelligence Officer for the 509th at Roswell; to Vern and Jean Maltais who told me of their friend Barney Barnett's encounter with an almost intact downed UFO with four alien bodies in the Plains of San Agustin (or San Augustin or Saint Augustine); with Walter Haut, the PIO at Roswell; with Glenn Dennis, the mortician in Roswell whose nurse friend described alien bodies to him; with General Thomas J. DuBose, who was directly involved in the Ft. Worth end of the cover-up of the Roswell crash retrieval; and with Gerald Anderson, present with other family members at the Barney Barnett San Agustín site, and a host of others.

I was irked by the false picture of the Roswell investigation by Howard Blum in his loaded-with-errors book (Ref. 1). I made major contributions to the book, *The Roswell Incident* (Ref. 2) and a number of later papers (Ref. 3) by Bill Moore and myself and was heavily involved - thanks to the Fund for UFO research - in investigating the related Operation Majestic 12 documents (Ref. 4, 5) and a new effort to collect data from Roswell witnesses (Ref. 6).

My primary goal is verification of stories, *prior* to publication. I have learned well how to find people and not to trust sincerity as a basis for determining truth. I have also proven that several great stories were a mix of fact and fiction. I am pleased that apparently my substantial efforts to instigate an *Unsolved Mysteries* program on the Roswell story were successful. On my own, at their expense, I managed to track down Sappho Henderson, wife of

pilot Pappy Henderson whose initially unsubstantiated story Len Stringfield told (Ref. 7). Thanks to her giving me names of a number of friends, I managed to track down independent supporting testimony about Pappy's story as noted in my 1991 MUFON paper (Ref. 8). Len was right.

The Gerald Anderson story was the focus of much of my Roswell retrieval research work sponsored by Robert Bigelow in the second half of 1990. I got Gerald together with John Carpenter, a psychiatric social worker, who did some memory enhancement hypnosis sessions with Gerald and subtly tested his veracity. Anderson, Carpenter, Bigelow, myself, and Aviation writer, Don Berliner, with whom I am writing a book about crashed saucers, spent three days together in New Mexico. It was only after all this, that I spoke with a Springfield, Missouri newspaper reporter (Ref. 9) about the case. He had already talked to John and Gerald. I find it very distressing that some people in UFOlogy want to dismiss Gerald's story without doing *any* investigation.

It seems apparent in the case of Kevin Randle and Don Schmitt's new book (Ref. 10), that they will do anything to back up their initial and, I believe, demonstrably false, conclusion that there was only one crash on the Brazel ranch southeast of Corona with bodies being found a few miles away. As it happens, there is much evidence that Barney Barnett's experience indeed took place in the Plains and is the same story as Gerald's, and great evidence that Barney was never near Corona in 1947. Randle's and Schmitt's only contact with Gerald Anderson was a single phone call. They also dismiss the Operation Majestic 12 documents with no evidence and no references to the many papers and reports that have been published (Ref. 11).

Uninformed attacks on Roswell have come from Philip Klass (Ref. 12) and John Keel (Ref. 13). Keel's Japanese Bomb balloon explanation is absurd indeed, with no evidence to back up the incredibly unsupported claims he makes. Equally incomprehensible is the notion from respected researchers such as historian, Dr. David Jacobs, that governments can't keep secrets. Having spent 14 years working on highly classified R and D programs and hundreds of hours at a total of 14 archives and been duly impressed with the outstanding work of Tim Weiner (Ref. 14) in demonstrating that the U. S. annual Black Budget is over \$34 billion per year - I marvel at people who think that secrets can't be kept. It is interesting, indeed, that Phil still has not been able to provide a clean copy of the 75% blacked out 21-page Top Secret affidavit from the National Security Agency justifying withholding 156 UFO documents, nor any of those 156 NSA UFO documents, nor readable copies of the 13 CIA UFO documents the CIA admits withholding, or the many they haven't admitted, in keeping with their disregard for FOIA. Klass still maintains no secrets can be kept!

I am especially disappointed with the Randle and Schmitt book because of its use of propagandist reasoning, its casual dismissal of evidence that doesn't fit their view of things, and because of their complete failure to even mention the major support they received from the Fund for UFO Research, or the bunch of MUFON papers about Roswell, the major reports on MJ-12, and

their resorting to anonymous sources when it suits them. I worked with them often and know they spent a lot of effort. About the best explanation I can find is that Randle is too much accustomed to being a writer of fiction, having published - according to him - 67 fictional books. Their book is only his third 'non-fiction' work. The lines between what is, and what might be, have become heavily blurred.

I certainly hope that the publicity associated with NBC's *A Closer Look* and CBS's *Visitors from the Unknown*, and the Randle/Schmitt book, this new collection of Len Stringfield's crash/retrievals (Status Report VI), and finally the Paragon hardcover book by me and Don Berliner, will soon bring forth more of the live witnesses to what really has been happening, and will force the U. S. government to lift the lid on the biggest story of the millennium, the retrieval of crashed alien saucers, alien bodies, new technology and proof that man is not alone. There is indeed a *Cosmic Watergate*.

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## **COMMENT**

**Len Stringfield:** "Stanton Friedman, a true blue scientist, lets it be known that he seeks only bottom-line verifiable information from his sources - names of witnesses, place names, dates, old records - anything evidential that would convince a hard-nosed skeptic. If all the prerequisites are met, Stan will go to any length to follow up and, justly, let the world know of his accomplishments. Nameless anecdotes go into the circular file. His guidelines are exemplary."

Stan's rewards, although falling short of proof, are nonetheless, meaningful. His big scoop was breaking the Jesse Marcel story which opened the floodgates to new sources to "verify" the Roswell crash. But, testimonial verification from one source or 300 is not enough. In the final analysis, testimony is not proof and, as I have said many times, it can only come from an official admission that our cumulative information is basically true.

Now, one last introspective thought about Roswell. In spite of the massive testimony to support the incident, I cannot help but wonder about the turn of events if the Marcels or the Brazels or anyone had surreptitiously retained a scrap of substance from the debris field and offered it to a civilian research lab for analysis. A smoking gun - maybe the proof?

As Stan and I both know, our methodologies differ. I, too, seek verification from my sources. If, for a good reason it is not accessible, my policy is that if my contacts can give me a good gut feeling after they provide checkable references attesting to a creditable lifestyle, I will publish their material. Such is the case with Tim Cooper who has shared the identities of his sources with me, but it was on a clear-cut basis that they cannot be otherwise compromised. To go a step further, even in cases where my contacts such as Ron Madeley and Chuck Oldham - who did not share the names of their sources - I, again, feel duty-bound, and privileged, to publish their disclosures. As I have said before, information of potential importance is useless if I hide it in the back of my sock drawer. There is always the hope that my contact, or his source, personally might make further disclosures; or better still, that new sources might surface with corroborative information."

## Part 13: *UFO Crash/Retrievals: The Inner Sanctum - Status Report VI*

© July 1991 by Leonard H. Stringfield

### 'Fireball' Lands Near Pittsburgh; Seen in 7 States

*Pittsburgh Post-Gazette*  
Special to The Inquirer  
PITTSBURGH, Dec. 9.—A brilliant ball of fire which was seen streaking across seven states and Canada Thursday night crashed into woods 20 miles south of here. Flaming objects falling from it touched off fires in Pennsylvania and Ohio.

The Army and State Police sealed off the wooded area with the explanation:

"There is an unidentified flying object in the woods."

The fireball was seen by airplane pilots and residents of Canada, Michigan, Illinois, Indiana, Ohio, Virginia, New York and Pennsylvania.

#### Fires Near Cleveland

The object apparently landed in woods near Keesburg. Other early reports indicated it touched off a series of small grass fires in woods 20 miles south of Cleveland and deposited two "small stacks of shredded foil" in a swamp near Lapeer, Mich.

Coast Guard officials reported from Windsor, Ont., that a flying object "exploded" over the Windsor-Detroit area. Pilots in the area saw a flash and felt shock waves on the fuselage of their planes.

In Washington, the Pentagon announced that whatever it was, it was not a military aircraft. It could have been a meteorite, the Pentagon said.

In Pennsylvania, State Police

### Army, Police Seal Off Woods In UFO Probe

PITTSBURGH (UPI)—U.S. Army officials and the Pennsylvania State Police last night sealed off an area in southwestern Pennsylvania, explaining there "is an unidentified flying object in the woods."

A spokesman for a team of radar experts from the Army's 662 Radar Squadron here said, "We don't know what we have yet."

After sealing off a wooded, isolated area at Keesburg, Pa., about 20 miles south of here, officers said Army Engineers were being called to the scene.

The object was found after a flash of orange fire streaking across the sky was reported by airplane pilots and residents in seven states.

Pentagon sources indicated the flash could have been a meteorite.

State Police went to the Keesburg, Pa., area after a woman reported seeing a "round, scudding object crash to the earth."

Earlier reports said the flash could have been a high altitude test rocket fired over Lake Erie but National Guard and Air Force officials denied any rockets had been fired.

Eric Johnson, a reporter for an Erie, Pa., television station said, "It dashed across the lake, north northwest of the Erie Airport leaving a kind of cloud of smoke behind it."

Raymond Walkins, a private airplane pilot from Painesville, Ohio, said he was flying over the lake when he saw the "fireball" and kept his eye on it until it plummeted into the lake.

Left: *The Philadelphia Inquirer*, December 9, 1965. Right: *Boston Record American*, December 10, 1965.

## THE KECKSBURG CRASH



Kecksburg, Pennsylvania, is about 35 miles southeast of Pittsburgh, Pennsylvania.



Witnesses claim to have seen a metallic acorn-shaped object with strange markings in the Kecksburg, Pennsylvania woods on December 9, 1965. Drawing by Charles Hanna © 1998 by Stan Gordon Productions.

### **Len Stringfield:**

"Like Roswell, with its multitudinous witnesses, the Kecksburg, Pennsylvania, crash/retrieval case, 18 years later, is upfront in the eyes of research. Upfront, too, deservedly is Stan Gordon of Greensburg, a MUFON State Director and head of the Pennsylvania Association for the Study of the Unexplained, who has conducted a low-key but unrelenting investigation into the history of its events. Starting with the reports of a bright ball of light in flight over Michigan and Lake Erie and its descent and crash into a wooded area near Kecksburg on December 9, 1965, Gordon never stopped rounding up witnesses. Among the many are those who watched the military convoy haul the craft away into the never-never-land of secrecy.

The scope of the crash first drew my attention when researcher, Clark McClelland, formerly with NICAP, informed me of the event on October 5, 1979. On January 17, 1980, he sent me a more detailed report which I published in *Status Report II*. Then came the nemesis: an 'inside' source, known to me as 'Uncle,' revealed that the object involved in the Kecksburg crash was a spy craft, not a UFO, which I published in *Status Report III*. But, Gordon continued his independent research, getting new data from new sources. Finally, it gained national attention when NBC's *Unsolved Mysteries* featured a re-enactment of the story on September 19, 1990, and later in a rerun on February 27, 1991.

From both showings of the film, Gordon got still more sources and, in his continued spirit of cooperation, kept me informed of his progress. On one occasion, he had permitted me to talk firsthand with one of his confidential sources who had managed to get within a few feet of the crashed acorn-shaped object.



Crash site of acorn-shaped object, Kecksburg, Pennsylvania,  
December 9, 1965. Drawing © 1990 by C. M. Hanna.

Before the military retrievers came to take command, ejecting him and others from the area, he said that he saw strange hieroglyphs inscribed on one side of the craft. Obviously, not English, I questioned if they might be Russian? My informant, who later relented and went public on the TV special, was James Romansky who responded to my query. He was familiar with Russian and what he had seen was *not* Russian.

Then, bingo, a new break. Gordon, besieged by callers following the TV special, phoned me September 28, 1990, providing the name and phone number of a new source in Ohio who witnesses a similarly described object, like a bell, at government-held property adjacent to Wright-Patterson AFB. His first name is Myron.

After a number of lengthy interviews and getting his testimony on videotape at his home by a medical friend and research associate, Dr. Brian Thompson. I feel

convinced of Myron's sincerity. A truck driver for his cousin's family-owned shale and tile/brick business, his go-to-hell straightforwardness which, in its own way, bolstered my belief in his disclosures, was later to be supported by a second witness who, in contrast, spoke calmly, measuring every word.

Myron, for the record, states that he and his cousin, co-working for a large shale and tile/brick company in Ohio, delivered a large order of special glazed bricks to the Wright-Patterson AFB complex in Dayton, Ohio, two or three days following the retrieval of a crashed UFO in Kecksburg. The special order was by the Navy, he said, who had sent a representative to the firm to select the brick.

Myron explained that verification of the purchase order and signed delivery receipt were destroyed five years earlier when the firm, owned by his cousin's family, was sold to new interests. Myron also recalls that the search for the special brick originally required the Navy to shop at two other firms, in Ohio, who were unable to fill their request. The names of both companies are on file.

The purpose of this special brick known as 'double-glazed engineered brick,' according to Myron, was to build a double-thick, lead-lined structure around the retrieved object as a protective shield against dangerous radiation. The location of this installation was inside of an existing building, a brick warehouse, which he estimated to be 50 x 80 feet in size, accessible by a narrow blacktop driveway. To its front and rear were rows of offices and not far away was a power plant.

The delivery of the brick was about 1:30 p.m., at a designated gate where he and his cousin, in separate flatbed trucks, were greeted by a security guard. Once inside, he said, 'A two or three star general' and driver in blue uniforms, who were waiting in a jeep, led them to the brick warehouse area.

'A GI, maybe the driver,' said Myron, 'directed us to our parking spots just a short distance from the building. Nearby was an Army 35-foot-long tri-axle lowboy that I later learned transported the object. A tarp was still draped over its mid-section.'

The only personnel in the immediate area, according to Myron, were four or five men 'who were running around like chickens with their heads cut off.' They were dressed in white overalls, wearing visored headgear, rubber gloves and boots. Each was armed with a Colt 45 at his side. Commented Myron, 'There were more people inside the building, but they weren't concerned about me or the bricks. They were concerned about the object inside the building.'

While unloading the brick by hand from the flatbed trailer to pallets, he observed that the personnel frequently left the building to make a complete change of protective gear. During one of their 'breaks,' he was surprised to see that they were Navy men, not Air Force. One or two wore the typical bell-bottoms and he remembers one wearing his white hat with its brim turned down, probably so that his mask would fit tight. He was close enough to see 'US Navy' insignia somewhere on his uniform, but admits that he can't recall where. 'But, I know it was US Navy,' said Myron, adding, 'The whole operation was Navy because I spotted the Navy officer with all his 'marmalade' (medals, etc.) who selected the brick at our company. I could see him inside the door talking with other Navy

people.'

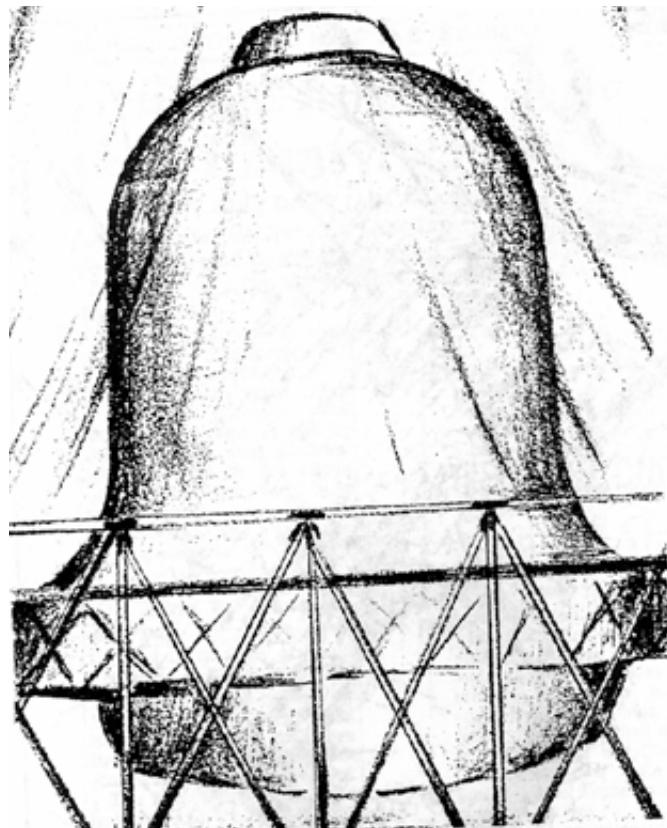
Taking a break from his own laborious job of unloading brick, Myron was inquisitive and managed to approach undetected the open door of the building and peered inside. In clear view were the men at work. Two, he recalled, were standing on a metal scaffold which surrounded a strange object. On the floor, leaning against the work platform, was a ladder. Resting on the plank was another ladder, the top of which was at the same level as the top of the object. Unexplainable, said Myron, were the parachute silks suspended from the ceiling which partially enshrouded the object.



Myron, a truck driver, delivered bricks to Wright-Patterson AFB in Ohio, right after the famous December 9, 1965, crash of an unidentified object in Kecksburg, Pennsylvania.

Myron described a strange bell-shaped object he saw in a USAF garage that was "entombed" in brick. Drawing by Charles Hanna © 1998 by Stan Gordon Productions.

In a few seconds, Myron said he got to see 'everything.' Under one strong floodlight directed downward, the object was unmistakably bell-shaped and when pinned down to estimate its size, he said, 'Give or take, it was at least 10 feet tall and less than 10 feet wide.' The metallic skin, he said, was charred or seemed to be covered by a sooty residue, but its overall appearance was dull copper or bronze.



More detailed sketch of bell-shaped object after transport from Kecksburg as it appeared inside a former warehouse building on property bordering Wright-Patterson AFB, December 1965.

Myron, the eyewitness, also watched "Navy" technicians who wore protective gear and who worked on scaffolding surrounding the object. Sketch by Myron.

Although cautioned by his own office not to venture near the work place, Myron admitted that he could not resist the temptation and asked one of the busy workman about his use of an acetylene torch. 'Probably thinking that my presence there meant I had proper clearance,' said Myron, 'the man - who was wearing a visor - told me that he was trying to get inside.' According to Myron, he went on to explain that all attempts had failed, using diamond head drills and acids. Then, according to Myron's recall: 'I was surprised when he told me that if there were bodies inside, they might be too hot for the mortician to handle.'

Then, according to Myron, the loud voice of a guard cut in, challenged Myron's presence and demanded he get back to his job. 'Forget what you've seen,' he bellowed, 'or we'll lock you up and throw away the keys.' Then, in a softer tone, he added, 'You'll know the truth in 20 years.'

Although Myron had been consistent in his references to the craft being bell-shaped, I asked him for the record about the object being described to look like an acorn in the *Unsolved Mysteries* documentary. He agreed that either description would be appropriate.

## **THE SECOND WITNESS**

When I first called Myron's cousin, JS, October 3, 1990, for his recollection of their experience, he was less informative. While cordial, he was reluctant to get

involved, understandably, for family reasons. However, he did confirm that he and Myron delivered glazed bricks to the Air Base, remembers the 'guards wearing protective clothing,' and being a former welder himself who asked one of the technicians with a blow torch, 'What are you cutting?' The reply, he recalls, 'I can't discuss that.' When I asked if he had seen the craft in the building, he said, 'I don't remember many details on that trip,' and added, 'My partner probably knows more because he was more inquisitive.'

But the reserved posture of JS changed. When I called Myron again on March 29, 1991, to clarify details in relation to the bell-shaped object's size, I was told that his cousin was now willing to discuss his own observations.

I called JS on March 30, and again on April 1, 1991, for additional details. He said, yes, he *did see the object the day before* he and his cousin went to the Wright-Patterson AFB property together with brick loads. He had made the trip alone with the first load of bricks and recalls clearly seeing the object shaped like a *liberty bell* under its tarp sitting upright aboard the lowboy trailer. Without hesitation, JS estimated the object's size was 8 to 10 feet tall and 8 to 10 feet wide. No, he could not recall if the trailer was Army or Air Force. 'I'm the kind of person who minds his own business,' he said. 'I didn't ask any questions, but it probably arrived a short time before I did.'

JS went on to say, 'There was activity in the area - men wearing fatigue suits and there were armed guards. But I didn't see anyone carrying a machine gun. Unlike the next day's trip, there was nothing unusual at the entrance gate. I gave the guard my identification and showed him my bill of lading and was directed to the area for unloading near the big red brick building.'

JS said, 'Being formerly a welder, the next day I recall asking one of the workmen wearing a head shield outside the building, 'What are you cutting?' He said he couldn't discuss it. That was it for me.'

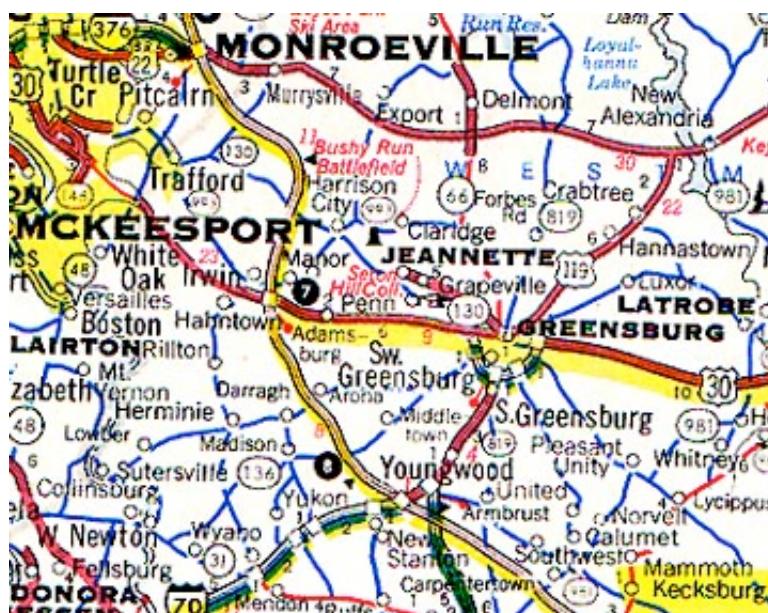
For the record, I asked JS for a more definitive description of the special brick. He said, 'It was a red glazed, moisture-resistant jumbo-sized brick, approximately 4-by-12 or more inches.'

Still more evidence of the Kecksburg connection came to Myron's attention shortly after the event from alert truckers with CB radios who normally monitor traffic on the highways. Anything unusual is shared. And, so it happened, they spotted the truck and trailer and its strange cargo - and jeep escort - journey from the Pittsburgh area going west on Route 40 toward Wheeling and then to Lockbourne AFB in Columbus for a brief layover, and then on to Dayton.

As Stan Gordon points out, the origin of the Kecksburg UFO has not been determined. It might or might not be extraterrestrial, but the facts show that it was a structured craft, resistant to 'our' known high-tech means to get inside."

**Part 14: UFO Crash/Retrievals: The Inner Sanctum - Status Report VI**  
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**THE KECKSBURG CRASH**



Kecksburg, Pennsylvania, is about 35 miles southeast of Pittsburgh, Pennsylvania.



Witnesses claim to have seen a metallic acorn-shaped object with strange markings in the Kecksburg, Pennsylvania woods on December 9, 1965. Drawing by Charles Hanna © 1998 by Stan Gordon Productions.

**Len Stringfield:**

**"ANOTHER 'ACORN': ITS CRASH/RETRIEVAL NEAR EDWARDS AFB,  
1971**

Earlier I made reference to a case of a UFO landing at Edwards AFB which was recorded on movie film by an Air Force officer (and his crew), who later became an astronaut. Without knowing that UFO's fate, or perhaps of others we never heard about at the base, we now have a report that 'something' landed, or crash-landed, in 1971 just 15 miles outside of its vast property near the small town of California City, California. This incident surfaced from a firsthand witness, Debbie Clayton, who felt obliged to report her experience after watching the rerun of the Kecksburg UFO crash on *Unsolved Mysteries*. When I talked with Debby by phone after getting her name from Stan Gordon, she said she thought the craft depicted on the show, described as an acorn shape, looked similar to the object she had seen - except that hers was like a mushroom at the top. Her letter recounting her experience follows:

**Debby Clayton:** 'Since last talking with you, I gathered more information. I called my old girlfriend's ex and he said that she remembered the incident occurring in the summer of 1971 because they hadn't moved to our area until winter of 1970. So, I was incorrect about the date.

It was late afternoon, but it was still daylight when we (my girlfriend's family and I) heard a loud, roaring noise similar to the roaring of a plane warming up. Then we heard the crashing sound and went outside to see what happened. We found a cloud of dust three blocks in front of us. Since there were only six homes in our neighborhood, it was easy to spot.

My friend's older brother grabbed his father's camera and we walked to the crash-site. An elementary school's mobile classrooms are now where the craft was, but at the time I believe there was a small baseball field near it.

A few other neighbors had arrived and we were all speculating on it being an Air Force 'toy' that had gotten out of control. An Air Force car and one truck arrived within 15 minutes. The truck had about five men in it with rifles. An officer got out of the car and told his men to move us back away from the craft. He saw that Dalton, my friend's brother, was taking pictures and grabbed the camera, threw it to the ground and broke it. (He never tried to remove the film.) Dalton yelled and argued with the officer, but we were told to leave, ignoring Dalton and his threats. About that time, other trucks arrived - one with men aboard; another with a trailer on the back and a third one with a small crane.

The officer told us that we had to leave or be arrested. But we moved only across the street at first. We watched while the men attached a large canvas to the craft and lifted it by attaching cables to metal hooks that were on the canvas. After the craft was loaded, they all left. There was no mention of the incident in the newspapers.

As for the craft itself, we searched for markings but found only some old scratches that we could not read. Because it was upright, we couldn't see the bottom. There were no windows or seams, appearing to be made from a one-piece mold. If I remember correctly, it was a dark grayish color with greenish highlights - no a color one normally sees. The texture was quite smooth. There was a mild heat coming from the craft somewhat like a car engine after traveling for an hour. One more thing I thought was strange: there was no dust that clung to the shell. Here in the desert, dust is everywhere and clings to everything.

Because we were only 15 miles from Edward's AFB and the speed in which the first car and truck arrived, I believe the craft was being tracked and they knew exactly where to find it. Also, I believe that when the officer broke Dalton's camera, it was to draw attention to himself instead of the craft. Otherwise, he could have taken the camera ... The size of the craft ... 5 feet high and 10 feet wide -- are estimates from a fourteen year old's memories, but I think they are pretty close.'

My follow up phone call to Debby revealed a few more details. She recalled that the object appeared to fall straight down from the sky and that it was not a speedy descent and that it landed (or crashed) in a perfect upright position - no tilt. She also recalled that the tumbleweeds surrounding the object appeared to be darkened as if burnt or singed, but she saw no fire. And she clearly recalls the soldiers busily shoveling soil at the site, and the next day there was no trace of a depression caused by the craft. I asked bout physical effects. Only Dalton complained, she said, and described the terrible pain he endured later that night in his arm from wrist to elbow. My guess here is that the culprit was the officer who got carried away in grabbing the camera. No wonder Dalton 'yelled and argued' as Debby explained in her letter.

But, the real mystery is the object's identity. A U. S. secret 'toy,' as Debby speculated, or another errant craft similar to the one that descended into Kecksburg in 1965? There are parallels; except in the Edwards' incident, there were no signs of radiation and no protective clothing observed to be worn by the retrievers. Also, there was no ambulance on the scene in event of casualties or ejected occupants - unless the retrievers knew that they were safely at rest in suspended animation.

#### **MORE NEWS AND VIEWS: UFO CRASHES, MJ-12 AND THE ROLE OF DR. ERIC WALKER**

I am pleased to have a personalized statement by T. Scott Crain of Port Matilda, Pennsylvania, who - with co-author Grant Cameron of Winnipeg, Canada - released their book, *UFOs, MU-12 and the Government*, published by MUFON in May 1991. Knowing them mainly by correspondence and by phone, they have responsibly tracked down early year UFO crashes and specifically, a scientific source, Dr. Eric Walker, who they had reasons to believe had MJ-12 connections and was involved in crash/retrieval operations. His letter dated May 14, 1991, follows:

**Grant Cameron:** 'Shortly after the release of the Operation Majestic 12 Briefing Document at the 1987 Mutual UFO Network (MUFON) symposium held in Washington, D. C., Manitoba, Canada UFO investigator, Grant Cameron, and Pennsylvania State Section Director for MUFON, T. Scott Crain, Jr., joined forces to search for government personnel who had knowledge about the government's handling of alleged UFO crashes. If Majestic-Twelve represented a real group of 12 scientists, military and intelligence officials to oversee the U. S. Government's program to recover crashed UFOs, we reasoned that there should be former government officials who are cognizant of the committee's existence.'

According to the Briefing Document, it was prepared for President-elect Dwight D. Eisenhower in November 1952. MJ-12 was allegedly established in September 1947, as a Research and Development (R&D) intelligence operation responsible directly to the President. Since the team was allegedly established in 1947 and was still active in 1952, we began searching for former members of the R&D board, active during that time-frame, who might know something about the MJ-12 committee.

We were already aware of one former R&D board member who acknowledged the government was actively participating in UFO recoveries. Dr. Robert Sarbacher, who was on the Missile Committee in the 1950s, said he was invited to attend discussions about the recoveries at Wright-Patterson Air Force Base. He wasn't able to attend, but he states in a 1983 letter to California UFO researcher William Steinman, that the material in the flying saucer crashes was very light and tough and the 'aliens' recovered looked like certain insects observed on Earth. (Ants? Praying Mantis? Other?)

Sarbacher was instrumental in leading UFO researchers like nuclear physicist, Stanton Friedman, and William Steinman to another R&D board member, who he claimed attended all the discussions at Wright-Patterson AFB. His name was Dr. Eric A. Walker. Walker was Executive Secretary of the U. S. government's R&D board in the early 1950s, and later he became President of the Pennsylvania State University. Dr. Walker was one of six individuals named by Fred Darwin, former head of the Missile Committee of the R&D board, who he believed would be involved in a UFO recovery operation, 'if there ever was such a happening.'

Steinman claims he called Walker on August 30, 1987. During the conversation, Walker allegedly admitted attending those UFO recovery meetings, new of MJ-12 since its inception in 1947, and had in his possession notes of those meetings he attended in his files. According to Steinman, Walker discouraged him from pursuing this matter because he was '...delving into an area that you can do absolutely nothing about.' Subsequent conversations between Walker and a number of other UFO researchers looking for more information, has yielded mixed results. The most interesting data was obtained by Armenian physicist, Dr. Henry Azadehdel, who phoned Walker several times from England.

During a conversation on March 8, 1990, Azadehdel claims Walker

described the MJ-12 committee as a 'handful of elite' and that he was sent a copy of the Briefing Document in 1987 by Steinman. When asked by Azadehdel if he thought it was authentic, Walker allegedly said, 'I don't think so.' According to Azadehdel, when he asked Walker if he was ever a member of MJ-12, Walker answered, 'I cannot answer that.' Walker would not say whether or not the MJ-12 group was still active, Azadehdel said, and Walker reportedly indicated it has been some time since he had anything to do with them.

To our knowledge, this is the first time a scientist with impeccable credentials has admitted that Majestic-Twelve is real. If the telephone notes we have collected from researchers who have interviewed Walker are correct, then the U. S. government has done a splendid job of keeping this committee a secret.

Cameron and Crain researched the Walker connection from 1987 to 1990, and have put the results of our investigation into the book, *UFOs, MJ-12 and the Government*, published in May 1991 by the Mutual UFO Network (MUFON).'

### **THE 'HENRY' AND ERIC DIALOGUE, SUBJECT: KECKSBURG**

On June 2, 1991, I got a phone call from Armen Victorian (formerly known as Henry Azadehdel) who said he had important news about Walker's link to the Kecksburg incident during an interview with him on May 30, 1991. On June 3, I received a fax copy of the interview as follows:

**'AV:** Doctor, I want to ask you about something that might not have anything to do with the UFOs. Would you mind me asking you?

**EW:** What is that?

**AV:** Doctor, it is about an incident which happened in the mid-1960s. To be precise, on December 9, 1965, in Kecksburg, Pennsylvania. It was - one could say - almost in your back garden. Could you tell me something about it?

**EW:** What about it?

**AV:** Well, what did you find out about it?

**EW:** You still have not given up?

**AV:** Doctor, you would say I am like a turtle - you turn me over to get rid of me, and I struggle for awhile in my shell and eventually get back on my legs.

**EW:** Well, we went there.

**AV:** With the military?

**EW:** You see, two were from the military, but not on duty.

**AV:** How about the others?

**EW:** He was a fellow colleague of mine. (Len's note: Who was the second military person?)

**AV:** What did you find? Was it a - I know you are not going to like the word, but - was it a UFO?

**EW:** I cannot comment on that. I cannot tell you.

**AV:** Were you there for long?

**EW:** Why?

**AV:** Well, curiosity. I thought maybe there was a purpose in the sense of - maybe preparing a report or taking some notes.

**EW:** We did not prepare any reports.

**AV:** Well, doctor, apart from everything, how are you nowadays?

**EW:** I am fine.'

**Comments by Henry Azadehdel, also known as Armen Victorian:**

'Based upon my previous conversations with him (Eric Walker), I would say he has not changed at all. He did not give any solid piece of information to confirm the fact that a UFO did come down in Kecksburg. ...I could say that it was his way of telling me, without putting himself into any jeopardy.'

I believe that Walker was at the Kecksburg site as admitted which further suggests that the incident was important enough to require his presence. I also believe that his visit was not during the retrieval operation when a large contingent of military personnel were present. Probably, his 'inspection' with two military colleagues came later.'

**KECKSBURG UPDATE: STAN GORDON**

Following is a statement by Stan Gordon which I received in April 1991, updating the Kecksburg Affair.

**Stan Gordon:** 'What was the object that slowly dropped from the sky into a

wooded area near the village of Kecksburg, Pennsylvania, late on the afternoon of December 9, 1965, that apparently caused military units to quickly respond to that site? This is only one question among many others that have surfaced since the 25-year-old mystery occurred. While some wish to deny that anything happened that day, many dozens of people have surfaced over the years who had some part to play in the Kecksburg UFO incident. A number of these people have now gone on public record, but as in so many similar incidents, quite a lot of those involved wish to remain anonymous.

At this time, many leads are being pursued, and other new sources of information on the case are being interviewed. A detailed study is being conducted into technical and scientific data associated with space probe experimentation during the 1960s, conducted by the United States and other foreign countries. Before we can claim the Kecksburg object was something extraterrestrial, we must first rule out any man-made devices. Several witnesses who saw the object making a slow descent towards the Kecksburg area independently described the object hovering for a period of time before slowly descending towards the wooded area. These reports seem to indicate that the object, whatever it was, had some control and did not crash as the term might indicate. There apparently was little structural damage to the object and no fire or major damage at the site. Even though some area residents heard a loud explosive sound about the time of the occurrence, a number of people who actually saw the object fall into the woods followed by blue smoke rising and quickly dissipating, said that there was no sound at the moment of impact.

As investigation has progressed on the case over the years, rumors going back to 1965 that the government tried to cover up the events concerning the Kecksburg incident have surfaced. Recent information now seems to support those claims. Some new information on the event includes the following:

A week after the Kecksburg UFO incident, now deceased News Director of WHJB Radio in Greensburg, John Murphy, along with other staff members, prepared a documentary on the event called *Object in the Woods*. At the beginning of the broadcast, it was noted that some witnesses, who had been previously taped and interviewed for this special, had notified the station that they wished their voices not to be aired due to fear of getting in trouble with the U. S. Army or the State Police. Sections of the radio special had to be 'censored' to comply with the witnesses' requests. One staff member who worked at the station at the time has given us a notarized statement that she recalls 'the government confiscating news tapes of eyewitness accounts and not being allowed to broadcast said tapes.'

A medical doctor has given us a written statement that after the Kecksburg incident occurred, a close associate of his who was an ophthalmologist, told him in the strictest confidence that several Air Force officers had brought a young man to be examined at a Pittsburgh area clinic. 'Dr. --- said the young man had observed a flaming object near Kecksburg.' The heat from the object had turned the patient's corneas totally

white and opaque from the normal window glass clear state. The doctor closed his statement with the following comment, 'I am sorry that I do not have more information, but I am certain this was a military investigation of a highly classified nature associated with the Kecksburg sightings.'

Many more important details have come to our attention. As more information is gathered and time permits, update reports on our findings will be released. It is our hope that some day a governmental inquiry will be held on the Kecksburg incident. This would likely have to be a closed door session, so that civilian observers who wish no publicity can talk freely, and military personnel who might have taken a security oath will be able to discuss their knowledge of the events without possible repercussions.'

**Len Stringfield:** Stan Gordon and I met privately at the MUFON Symposium in Chicago on July 6, 1991. We discussed several sensitive 'backup' events concerning the case which we agreed should remain confidential at this phase of investigation."

**Part 15: *UFO Crash/Retrievals: The Inner Sanctum - Status Report VI***  
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### **THE UFO CRASH/RETRIEVAL CONTINUUM**

The spree of saucer crashes in New Mexico and its environs during the post WWII era is now legendary. As more data comes in to support Roswell, and to give credence to others less publicized, even the most fastidious of critics in my reckoning have shown new interest - pro or con - in the crash/retrieval syndrome.

"But the jury is still out," say some on-the-fencers. Because of the location of the crashes near military test facilities, a few still prefer to believe that the "saucers" were strayed experimental rockets or, as in the case of the Brazel ranch crash, an exploding weather balloon. Even the flammable Fugo balloons launched by the Japanese during WWII to harass the U. S. mainland were blamed as the crashed intruder by veteran Fortean researcher, John Keel. While it's hard to imagine how a balloon could fly aloft for two years in our stratosphere before crashing, other Roswell researchers such as Schmitt, Moore and Friedman have independently put the theory to rest.

In my research, I have long been aware of other crashes in far-flung geographical ares since the late 1940s. While most of the stories are anecdotal, it is noteworthy that the reports describe a continuum of configurative features of the craft, the presence of the little gray humanoids, both live and dead, the usual secret military recovery operations and the usual cover-up denials. It is also worth noting that most of the latter-day crashes were far away from rocket, missile or aircraft test ranges.

In further consideration of the crashes since 1950 - and we have no authentic figures of how many: our guess would probably be wrong anyway - we might rightly ask whether our *super* intelligent alien in his *super* flying machine is making the same errors as in 1947? Are they a result of poor navigational judgment or faulty equipment? I have no evidence to suggest that either is the case, except to entertain the postulate that any corporeal being in our universe with the gift of a brain, is subject to making a goof and that the machinery he devised can also be occasionally deficient. What might appear to be excessive crashes might not be the case at all if we can believe the great number of daily low-level flights

the craft make worldwide. Consider, too, among the causes, the Earth's variable and often hostile terrain, fault lines, unpredictable weather conditions, plus many other man-manipulated hazards utilizing electricity, nuclear energy, chemicals or just plain pollution. Whatever we want to believe about the origin or nature of the UFO, something did go wrong on a number of occasions over the past 50 years to cause malfunctions and the inevitable crash. Without facts, we can only guess.

Of interest, but not treated as an issue in this paper, are the frequent reports of giant fireballs that are witnessed traversing the skies and which seem to crash somewhere into the horizon. Probably most have simply astronomical explanations. Also puzzling are the reports of fiery "airplane" crashes, sometimes accompanied by explosive sounds. Search teams probe and find no wreckage. But, calculating distance can be tricky, especially at night.

Some of these mystery phenomena might well have been a doomed UFO. Once identified and the point of crash determined by satellite sensors, their recovery would remain secret. The media will follow up a scandalous crime story, but never challenges the word of an opportune "authority" who opts to call a descending fiery object a meteor. The "authority's" word finalizes the story and the mystery.

A scenario of events similar to the aforementioned circumstances occurred within a week or so in Southwest Ohio in the period of December 1988 to January 1989. On January 6, *The Cincinnati Enquirer* reported a "meteor-like object" that streaked across Ohio skies triggering emergency calls from tri-state residents who thought the object landed in their neighborhoods. It was probably a meteor, said David Duszynski of the Cincinnati Planetarium.

On February 9, 1989, Ray Stanford, a veteran researcher, phoned me from his home in Maryland to report that he had received a report of a possible UFO crash near Dayton, Ohio, on December 26, 1988. Witnessed by the Assistant Police Chief of Liberty, Ohio, and a companion - an amateur archaeologist from Urbana, Illinois - the object was described as a gigantic ball that was bright lime green changing to orange. Eyewitnesses watched it cut a tunnel through a low bank of clouds, the object then descended straight down and crashed. Wright-Patterson AFB was called, an expedition looked for it and there was nothing in the news.

During this time-frame (news clipping not available), I recall a big news story in Cincinnati reporting a fiery airplane crash in the vicinity of Houston Woods, north of Cincinnati. Local and state police investigated and volunteer search teams looked far and wide. Nothing was found.

It would be a highly unusual coincidence for a meteor to be the answer for all three events. A number of other more "conventional" crash events, not covered in my previous Status Reports, follow:

I am indebted to Jerold Johnson of Austin, Texas, for this scintilla of crash/retrieval information. Although brief, it covers some familiar territory in military retrieval operations. Here are Johnson's introductory remarks quoted in part from his letter of February 4, 1989.

**Jerold Johnson:** 'My informants, Mr. and Mrs. Black (pseudonym) have been my acquaintances since 1974 and I am certain that they are relaying the account as best they can remember from hearing it in 1958. Your article, *UFO Crash/Retrievals: Is the Cover-up Lid Lifting?* in the *MUFON UFO Journal* caused me to revisit my friends. I paid more attention this time to their C/R story for the record, which follows:

*Mr. Charles Harris (pseudonym), now deceased, was chief engineer or foreman in the Kent office of Ohio Edison. He was in charge of electric transmission lines. Sometime in the early fifties (1952-1955), he was alerted to a failure in the power lines near Aurora, Ohio. He went to investigate the power outage and at a location north of Streetsboro, near the intersection of the road from Hudson (where the Sea World is now), he found that some object had fallen from the sky cutting through the power lines and gouged a crater some 30 feet long and 9 feet deep in the earth.*

*Being one of the first witnesses on the scene, Harris was able to approach the wreckage of this object and observed a small box of dense, stone-like material with one 'knob' on it, which occasionally emitted a tone or beep but did nothing else, regardless of how the knob was turned. The Army soon arrived and ushered all civilians out of the area. It was suggested that there might be danger from radiation. The witness related that two tractor-trailer vehicles were required to haul out the large quantity of wreckage, which took off for Dayton, Ohio. The military cleaned up the site and bulldozed the area of the crater flat again. The witness was surprised that nothing of the event appeared in any newspapers and assumed that the story had been suppressed. No mention was made of any alien occupants or bodies seen. But the witness related his story in the context of UFOs and considered it a serious matter.'*

## **CRASH/RETRIEVAL: OREGON-IDAHO BORDER**

Bruce Molon of Griffith, Indiana, is the kind of investigator that we need more of in UFO research. He is dedicated, deep-thinking and doesn't take "wooden nickels" in his quest for truth, the facts. In his pursuit of one promising informant, a former marine who claimed that he was involved in a C/R incident, he was faced with the problem of pinning down his source who worked as an auxiliary policeman at night in a risky section of town. In his letter of April 24, 1991, he explained: "Several hours after I spoke with you on the phone on April 6, 1991, I met my informant and conducted an informal interview while standing up in an East Chicago parking lot." Details follow:

**Bruce Molon:** 'The crash occurred June 27, 1979, in a wild area of forested mountains in southeastern Oregon near the Idaho border. When I asked what was the nearest town, he seemed to think carefully and then answered that it really wasn't a town per se, but a campsite where hunters and campers

brought motor homes and the like. He could not remember the name of this campsite.

The crashing object had left deep ruts in the earth and had damaged trees in the process. By the time my informant arrived, the object had been removed and placed on the back of a large flat semi-trailer covered with a tarp secured by straps. He claims that the shape under the tarp was that of a low dome with a circular circumference.

Pieces of strange metal had fallen from behind the trailer from the object under the tarp onto the ground. My informant and another soldier handled these pieces, some of which were as large as a human being. I questioned him about the texture and appearance of the metal. He claimed that it was a dull grayish-brown metal similar in appearance to fresh cast iron, but not entirely so.

Some surfaces were smooth, but others where the pieces had apparently been torn from a larger section exhibited a very rough appearance. My informant and his partner were amazed at the extremely light weight of the pieces. They looked as if they had been subjected to great heat.

My informant's main role in this affair was to load crates onto helicopters (these were already created when he arrived and thus he could not say definitely what they contained) and then guard the scene for a short time before everything was evacuated and the site cleaned up.

My informant stated that right after this, he was abruptly transferred to embassy duty in Central America for several months.

I questioned the informant for about an hour alone. I asked him some leading questions to see if he would get mixed up or make a statement that would contradict previous statements. He passed these tests well; i.e., 'So you say the metal was shiny and silvery?' Answer: 'No, it wasn't shiny, but dull gray-brown.'

The informant is a non-technical nature, is not an avid reader, and claims not to have read UFO literature. Some of the subtle details he has stated are not generally available in UFO literature, particularly the supermarket-newsstand variety.'

Molon also learned from his informant that he had occasion to view UFO artifacts and alien bodies at Grafford AFB in Nevada on Thanksgiving weekend in 1973 or 1974. No details yet. But, he alleges that he was abruptly transferred to the Guantanamo Base in Cuba for several months. Such action experienced twice by the marine after sensitive assignments is typical of military security to prevent personnel from pooling information about their duties. See my *Status Report IV, the Fatal Encounter at Ft. Dix-McGuire, A Case Study, 1985*. In this incident, my source was transferred to Okinawa. Others involved as guards were sent to various U. S. Air Force bases worldwide. As Molon says, this kind of information is not available in the usual run of UFO literature.

## ANECDOTAL CRASHES

Researchers who seriously study UFO crash/retrievals know that qualitative reports of such alien disasters are scarce and that most, coming from 'non-inside' sources, are of the anecdotal variety. Usually they are without dates and places and sometimes even without the names of witnesses. If remembered, the sources are either unreachable or deceased. I stopped counting such factless reports two years ago, which then had exceeded 400. The people who describe these alleged incidents, I find, are usually honest, well-meaning persons hoping that even their fragments of information can be helpful. I decided to assert my belief of the importance of the anecdote by publishing a collection of cases in *Status Report III* under the heading, *The Interminable Cases*. Stan Friedman might discard such material; I keep them for their referential value.

the noise of the past has abated. Anecdotes continue to come in and one example of an incident with limited details - with a possible clue - is a story taped by researcher, Virgil Staff, of Berkeley, California, who interviewed Carolyn Brazil at her home on April 12, 1991.

According to the tape Staff sent me, Carolyn was 12 or 13 years old in 1946 or 1947 when her "favorite" uncle, Ralph Scheibly, who worked for the Raymond Concrete Pile Company (pile driving for bridge construction) in the Bay area, was on a government project in New Mexico or Arizona. At dusk, the uncle and his crew heard a loud explosion nearby. With John Perry and John Jones, he went to investigate and they were shocked to see the wreckage of a strange craft - not an airplane - causing a lot of dust and smoke. It was like looking through a fog, said the uncle. They also witnessed three small beings outside the craft, one crawling away from the debris. In short time, a group of military people came to the scene and took over the retrieval operation. All witnesses, including her uncle and co-workers, were rounded up and driven to a building (distance unknown) where the one live alien was also delivered in a separate vehicle. The witnesses were separated and told they had witnessed a U. S. secret project that failed and not to talk about the incident. Her uncle, angered, said he was brainwashed for several hours before being released.

Carolyn said that her uncle lamented his treatment and the cover-up until his death in 1952. She also believed that the Raymond Concrete Pile Company still was in business and Virgil Staff said he hoped to penetrate deeper into the case. And one more clue: accounts of the mystery crash, according to her uncle, were written up in the newspapers. But to find the story, it would take many large staffs to find the city and the year it happened.

In summary, it is my belief that a story like Carolyn's is not a fabrication. A hoaxter, or a misinformant, would have been less vague about important details. It is also my belief that information related through the anecdote is the least likely to be the target for disinformation which, I suspect, is used to contaminate the credibility of the more popular crashes. Recall that Dr. Epigoni said in his interview with Don that a special group had been set up in the past year to control UFO

information.

Other anecdotal C/R incidents from many new sources in the past two or three years can be added to my "Blue Ribbon" collection with vague dates and places or where the source claims his or her sources faded away in fear. But one report, with a positive year of occurrence, struck me as a case deserving attention, which follows.

### **UFO CRASH/RETRIEVAL: CAPE GIRARDEAU, MISSOURI - 1941**

Ray Fowler, an old-time trusted researcher and a successful author, whose most recent work is *The Watchers* (about Betty Andreasson), sent me a copy of a letter from a source in Texas named Charlette Mann. She shared her knowledge of a UFO crash and recovery in 1941! After discussing her case by phone, she rewrote her report with more details and dated it May 6, 1991, for publication here.

**Charlette Mann:** I would like to thank you for sending me your two reports to read. I found them to be fascinating, I must say. It makes me feel a little better to find there are other people in the world who have information they feel to be true, but with only parts of the stories. I shall try to relate to you as best I can the information of my grandfather's UFO crash experience.

First, let me tell you about my grandfather, Reverend William Huffman. He was born in August 1888. He grew up and went to school in Missouri. He attended college in Bolivar. After graduation, he went to a seminary. He was an ordained Baptist minister until his death in September of 1959. He was also a school teacher during those years. He was a very quiet man who was well respected.

Most of my information came from questioning my grandmother, Floy, while she lived in our home before her death in 1984. She never would talk about it before then because grandfather had said for her not to. My father had told me some of the information, but it meant more to me hearing it from grandmother.

It happened in the spring of 1941. About 9 to 9:30 p.m. one evening, granddad got a telephone call from the police department saying they had received reports that a plane had crashed outside of town and would he go in case someone needed him. Of course he said, yes. A car was sent to get him, but grandmother said it was not a police car.

After grandfather returned that night, he explained what he had seen to grandmother, my father, guy, and Uncle Wayne. But he said they were never to speak of it again as he had given his word. Grandmother said he never did talk about it after that.

He said they drove out of town 13-15 miles or so and then parked the cars on the side of the road and had to walk 1/4 of a mile or so into a field where he could see fire burning.

Grandfather said it wasn't an airplane or like any craft he'd ever seen. It was broken and scattered all around, but one large piece was still together and it appeared to have a rounded shape with no edges or seams. It had a very shiny metallic finish. You could see inside on section and see what looked like a metal chair with a panel with many dials and gauges - none familiar looking to him. He said that when he got there, men were already sifting through things. There were some police officers, plain clothes people and military men.

There were three bodies, not human, that had been taken from the wreckage and laid on the ground. Grandfather said prayers over them so he got a close look, but didn't touch them. He didn't know what had killed them because they didn't appear to have any injuries and they weren't burned. It was hard for him to tell if they had on suits or if it was their skin, but they were covered head to foot in what looked like wrinkled aluminum foil. He could see no hair on the bodies and they had no ears. They were small framed like a child about 4 feet tall, but had larger heads and longer arms. They had very large oval-shaped eyes, no noses - just holes - and no lips - just small slits for mouths.

There were several people with cameras taking pictures of everything. Two of the plain clothes men picked up one of the little men, held it under its arms. A picture was taken. That was the picture I later saw. Then one of the military officers talked to granddad and told him he was not to talk about or repeat anything that had taken place for security reasons so as not to alarm the people. Granddad returned home, told his family and that was it. About two weeks after it happened, he came home with a picture of the two men holding the little man.

After my grandfather died, my Dad kept the picture and was very interested in UFO info. Then when I was 10 or 11, a close friend of my Dad's asked if he could borrow the photo to show to his folks. So, Dad let him have it and never got it back.

My recollection from what I saw in the picture was a small man about 4 feet tall with a large head and long arms. He was thin and no bone structure was apparent - kind of soft-looking. He had no hair on his head or body and had large, oval, slightly slanted eyes, but not like an Oriental from left to right. His were more up and down. He had no ears at all and no nose like ours. There appeared to be only a small, straight line where the mouth should have been. His skin or suit looked like crinkled-up tin foil and it covered all of him. I can't remember much about how his feet were for some reason. I guess my attention was focused more on his face. I believe he had three fingers, all quite long, but I can't be sure on this. I've tried to draw a picture for you, but I am not good at it. I hope it will give you some idea of how (the little man) looked to me.'

**Stringfield:** With a crash case of this vintage, 1941, the testimony of the one and only source available, is crucial. Its ultimate believability is up to Charlette Mann

and the information she relates. In the main, the whole case depends on her memory and the discussions she had with older members of the family who were in a position to relate directly with the firsthand source, the minister.

After discussing the incident several times with Charlette by phone, I felt increasingly comfortable with her manner of response to my questions, mostly about her family and her own background. To me, she sounded sincere and everything she said about her immediate family, including an up-coming graduation of her daughter, were all normal.

Then in her second letter, she described in more detail the photo showing the "alien" with its arms outstretched, propped up by two men. The red flag went up. Instantly coming to mind was another old photo that made the rounds in the early days of my research which also showed an alien with arms outstretched also being held up by two men who were wearing trench coats and wide-brimmed hats. Although there were differences in respect to the description of the apparel worn by the men in her photo, I was still concerned about the parallels; i.e., outstretched arms and two men wearing wide-brimmed hats. If both photos, I reasoned, were identical or even similar, then something was wrong about the whole Cape Girardeau story - if the photo I had seen before was a hoax.

I called Charlette the same day I got her letter and, without telling her about the allegedly hoaxed photo, I asked her to describe in more detail the one she had seen, especially the alien and the clothing of the two men. Her response was one of certainty: the alien she remembered was about 4 feet tall with a very large head by human proportions for the body size. From what I could recall from the hoaxed photo, hers was distinctly different. Of the two men, she said one was wearing a jacket and slacks; the other was in a white shirt. Then I explained my reason for calling and went on to relate that the two men in the photo I had seen were wearing trench coats. On this point, Charlette was positive - no trench coats!

To satisfy my own curiosity about my old photo, which got lost in my files, I asked my cooperative German research friend, Michael Hesemann, who had called me on another matter, if he still had a copy of the photo that he had declared to be an "April Fool's Day Hoax," published in a Cologne, Germany newspaper in 1950. See Status Report III. He sent me a copy of it by fax the next day. But I must admit that I forgot that two women also appeared in the posed shot. I sent a copy to Charlette for her comment to which she responded on June 6, 1991, as follows:

**Charlette Mann:** 'Thank you for sending me the copy of the picture of the alien you got from Germany. It is nothing like what I saw. Your picture showed men in overcoats while in my picture, the man had no coats. It was warm weather when the crash occurred and the two men were dressed in slacks. One had a white dress shirt with sleeves rolled up; the other had on a short-waisted jacket with a dress shirt.'

Your picture shows two women; mine, none. The alien in yours looks like a tiny doll, much smaller and shorter than mine. The alien in my picture was about 4 feet tall when being held between the two men about up to their waists. They were holding him under the armpits with the arms outstretched

across in front of them. Mine had no clothing or boots as your picture shows. The arms of mine were much longer than yours and its head larger. The only thing similar was the wide-brimmed hats that the two men wore."

**Part 16: UFO Crash/Retrievals: The Inner Sanctum - Status Report VI**  
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**"THE 'WRIGHT' STUFF - A PRELIMINARY REPORT**

David Dobbs of Cincinnati, Ohio, is a long-time friend and associate in UFO research who is a faithful member of MUFON Amateur Radio Net. The following anecdote or preliminary report, received from Dave on July 8, 1991, is of special interest because it relates to an alleged pre-Roswell crash and retrieval.

**David Dobbs:** 'Tex Martin, to the best of his recollection, was six years old (which would be in 1946) when he went through a guarded doorway at Wright Field. But the strange scene that met his eyes was burned into his memory forever. Not just once, but on several successive days, he saw the same strange object. As an adult, he discussed the incident only with his wife and over forty years would pass before he understood the significance of what he had seen. On the evening of September 19, 1990, while he was watching the *Unsolved Mysteries* program which described a UFO crash/retrieval, Tex suddenly realized what he had observed in that hangar.

Tex is an amateur radio operator. When he accidentally tuned into the MUFON Amateur Radio Net on March 23, 1991, he learned that someone local might have a serious interest in his information. He subsequently contacted the author, who had been acting as net control operator by phone. The narrative which follows is what he related.

School had closed the week preceding Tex's sixth birthday on June 10, 1946. As a present, and a reward for having done well in class, he was allowed to accompany his father, Jack Martin, to work. Jack installed aircraft instruments at Wright Field (later to become Wright-Patterson Air Force Base). He worked out of a shanty on the field, but changed clothes and ate with other men in a hangar area furnished with picnic tables. A washroom and lockers were located down the aisle of the L-shaped room.

Unusual activity was evident when Tex and his father arrived at the hangar that Monday morning. Military vehicles were parked in front of the hangar doors and 'Army men' were present. Tex emphasizes that these vehicles and

soldiers were seen only on that first day. Inside the hangar,, large panel doors could be closed sideways to separate the canteen area from the main part of the hangar. These were just sliding shut as Tex entered the canteen, but not before he caught sight of several low-boy trucks inside with tarpaulin-covered loads.

Tex remembers savoring the first Eskimo Pie he had ever eaten and taking the wrapper to a trash can which stood beside a pop machine. Tex eyed the bottles of pop with longing because they included his favorite - chocolate soda. A janitor was stationed nearby guarding a walk-through door in the sliding panels. Noticing Tex's interest in the pop, he offered to treat him. Tex went to ask permission from his father and then came back to accept the drink. While standing there, he was able to look through the small door which had been left open. Inside the main hangar, soldiers were working and quite a crowd was gathering. Several small bodies (Tex thought three or four) lay on stretchers in front of a large, dome-shaped object supported on tripodal legs. Blankets were scattered about on the floor and soldiers were folding up a large tarpaulin.

He remembers that the bodies were small, brownish in color, and had large, pear-shaped heads. He estimates that the domed object in the background was 18-20 feet in diameter. It was off-white in color, had no sharp points, and was encircled by a flat band. Tex told his father about the object which he saw when he looked through the doorway.

It was probably Thursday morning when a Colonel noticed Tex looking through the door and ordered Tex's father to take him home. A week or two later, Jack Martin lost his job. He told Tex and his mother that he had seen stuff he wasn't supposed to see. Tex remembers his father crying in the kitchen and the difficulty he had finding other work. Tex overheard his grandfather, who also worked at Wright Field, telling his parents that a portion of a space vehicle had been brought in.

Tex has a good memory of the topography of the field at that time, with a runway going up a hill where gliders were launched. This ran east and west between buildings towards a water tower. According to his father, there was an underground facility in the hill containing top-secret stuff. Only people with the highest clearances could get in.

The investigator's preliminary conclusions are that Tex Martin appears to be a stable, honest individual without the reason or background to fabricate such a story. It appears likely that hypnotic regression could verify the dates and circumstances involved and elucidate a wealth of detailed information.

## **'OVER THERE'**

Some time in 1964, 'somewhere at sea,' between the Caribbean and the Atlantic, a specially rigged LST flagship (aka 'spy ship') for a naval amphibious force received

a coded radio message in its 'crypto-machine' room, which reported that 'artifacts' had been retrieved with three dead personnel.

According to my informant, former Third Class Petty Officer, S. M. Brannigan (pseudonym), a specialist trained to translate intercepted Russian transmissions, the decoded report stated that a UFO had crashed in two parts: the main section near Penkridge in Staffordshire, England; and the remains in West Germany. He further stated that the retrievals of the parts and the occupants were conducted by Air Force Intelligence and shipped to Wright-Patterson AFB, adding that U. S. and other NATO interceptors were involved. Brannigan admitted there was more to the incident which involved coded information that he preferred to keep confidential.

The Brannigan disclosure, while sketchy, might spotlight only the tip of the iceberg as to the scope of military crash/retrieval operations in foreign lands. Researchers know that reports of crashes are worldwide from pole to pole on every continent in many countries - even in remote Madagascar. If such incidents are to be secreted, it is my suspicion that U. S. special retrieval teams have been, and still are, prepared to 'go into action' into any crash location within its sphere of military or economic influence such as was exercised with NATO in the 'artifact' retrievals in England and West Germany.

Similar actions surely would have been mandated in the USSR, affecting the Warsaw Pact nations and those within their 'sphere,' reaching as far as Cuba. During the Cold War years, we had only rumors and 'leaked out' information from that vast domain. Then, suddenly and unpredictably, came news of a collapsed 'empire,' and *glasnost* which allowed its citizens and UFO researchers more freedom and access to the West. They now share their concerns about their own UFO incursion and reports of landings, abductions, encounters during space flights, power outages and even an 'official' admission of a recent intercept mission over Moscow. And yes, there were crashes and recoveries. But, like the U. S., there is still no *official* admission. Secrecy still prevails. One Russian correspondent, writing from Denmark, told me in his letter of May 28, 1991, that he believes that his incoming and outgoing mail is monitored by the KGB. He also noted, 'Not far from Moscow in the town of Mitishi, there is a military center where all UFO information is gathered...'

### **COLD WAR UFOS OVER USSR**

Sensitive information about UFO activity worldwide is occasionally made available to me from reliable sources. Because it usually involves highly classified military situations, most firsthand sources request that it not be published. Others cautiously allow portions of their disclosure to be released, but on their terms and insist on anonymity. Some of this kind of material I prefer not to use in my status reports because it is too brief and too vague to be meaningful.

There are exceptions, of course, to name one where it concerns the Soviet Union during the Cold War era when news about UFOs was scarce. During this fragile period of vigilance for a sudden missile attack, sophisticated United States satellites tried to keep track of any and all aerial traffic in Earth's envelope of space. One incident stands out, occurring in October 1981, when a cluster of UFOs

was detected heading from space toward Moscow. The results of the incursion are unknown, but unfortunately, a former Air Force Airman, Simone Mendez, assigned to high-security telecommunications with the 2069th Communications Squadron at Nellis AFB, became involuntarily implicated with another airman in her section of work, who gave her a copy of the NORAD message. As a result, Simone got into serious trouble.

I was in touch with Simone by phone and mail shortly after the distressing incident, but chose to make only a brief reference to it in *Status Report III* in deference to her sensitive position and security issues. I have since met Simone twice at MUFON meetings. In October 1990 during the MUFON Missouri Conference, I attended a private session when she was regressed hypnotically by psychotherapist, John Carpenter, in an attempt to clarify the wording of the NORAD message. For Simone, it was a stressful ordeal to face possible charges of espionage and, to me, she still showed depressive concern about the event that happened nine years before.

Simone's story about the affair is a long and sad one indeed, but now it is in the open. She revealed her whole story to Barry Greenwood, which appears in two parts starting in the June 1991 issue of *Just Cause*. Recommended reading!

Another sensitive case, involving the Soviet Union, also involved U. S. intelligence capabilities when U. S. agents in 1972 witnessed a UFO landing incident during military maneuvers in East Germany. The incident is documented, a copy of which got into the hands of a trusted person in the ministry. A brief description of the incident was sent to me from a 1988 report by the ministry official as follows:

**Soviet Ministry Official:** 'East German and Soviet armies were conducting war games in East Germany. Suddenly, a large, round, purplish sphere descended upon them; hovering a few feet off the ground in the center of the field of activity - bringing both armies to a standstill. Sphere continued hovering there for several minutes and then shrank to a point of light before disappearing.'

The incident remains Top Secret due to the fact that it had been viewed by U. S. government agents secretly observing the army activities. This report was filed in the records of Congress on June 24, 1972; case number to be withheld to protect the identity of the officer. Case number is known.

**Note:** Officer reported that he was warned never to reveal the facts of this report, whether he remained in the military or reverted to civilian life.'

### **'EMISSARY' DR. MARINA POPOVICH: A NEW EAST-WEST CONNECTION**

In Russia, Dr. Marina Popovich is a living legend. Called 'Gosposa Mig' (Lady Mig), she was her country's most famous woman test pilot with two records in stratospheric flight and experience with three different types of the Soviet fighter

plane, Mig and Antonov-Maschines. Honored as a 'hero of the Soviet Union,' her rank in the air force is colonel. After leaving active duty, she studied Technical Science, achieved a doctorate in engineering and joined the Academy of Sciences All-Union Investigation Committee for Anomalous Aerial Phenomena. Her former husband is Air Force General Pavel Popovich, cosmonaut, and former head of the Academy's UFO Commission, and today, head of the Soviet All-Union Center (Soyusufotsentr) with headquarters in the building of the Technical and Engineering Association in Moscow.

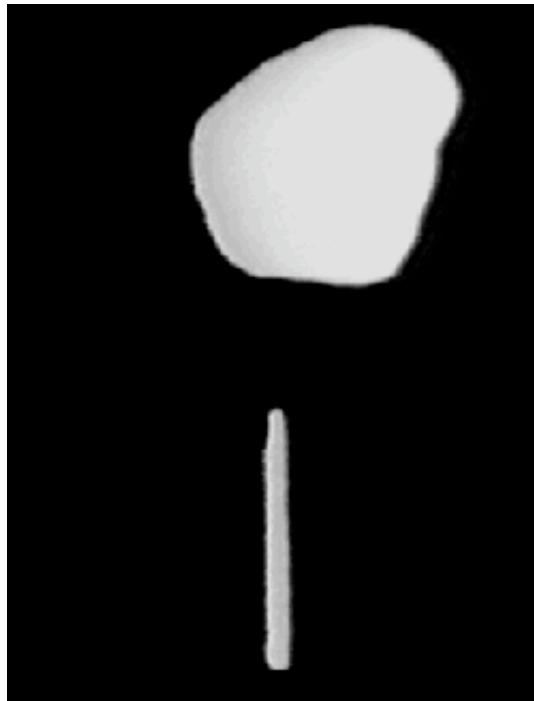
The credentials of Dr. Marina Popovich, expressed in the foregoing introduction by my German colleague, Michael Hesemann, would certainly put her in an ideal position to act as a messenger, or emissary, to share her country's concerns about UFO affairs. Since *glasnost*, she has traveled extensively beyond her homeland to lecture with translator, which included an international conference in Tucson, Arizona, May 8, 1991. Through the cooperation of Hesemann, also in Tucson, I was privileged to conduct a two-hour taped interview by phone with Dr. Popovich, during which time I asked about UFO crash/retrievals in the USSR. Her response was forthright, not hedging on naming locations, but she admitted that her disclosures were not official. Hesemann covers some of her revelations in his Fax message to me, May 28, 1991, as follows:

**Michael Hesemann:** 'In June 1990, UFO experts from nine countries met in Munich, Germany, to attend the 2nd International UFO Conference in the Congress Hall of the German Museum. It was the second event of that size in Germany; the first one took place in October 1989, in Frankfurt, with 35 speakers and representatives of 29 countries and 1800 participants.'

One highlight of the Munich conference was the participation of Col. Dr. Marina Popovich, head of the Soviet delegation with four representatives of Soviet UFO research, including two members of the Academy of Science.



Marina Lavrentevna Vasiliyevna Popovich, born July 20, 1931.



March 29, 1989, alleged "last frame" taken by Soviet's Phobos 2 spacecraft of Phobos before it suddenly and mysteriously disappeared. Long, thin object unidentified.

Image allegedly smuggled to public by Marina Popovich.

**Michael Hesemann:** 'In her lecture, Marina mentioned over 3,000 reports of UFO sightings by Soviet military and civilian pilots. The latest UFO sighting over a highway near Moscow on March 21, 1990, was officially confirmed by the Soviet Chief of Air Command, Major General Igor Maltsev in an interview, published in the Union's paper, *Rabotschaya Tribuna* (Workers Tribune) on April 19, 1990, when the General informed the public that two Mig 23 interceptors were scrambled, but unable to intercept the strange disc-shaped object. It was 'a disc with a diameter from 100 to 200 meters,' the General said, 'capable of hovering and flying with a speed exceeding that of the most modern jet fighter by two or three times.' The object flew in heights between 3,000 and 21,000 feet. It seemed it was completely devoid of inertia. In other words, they had somehow 'come to terms' with gravity. At the present time, terrestrial machines could hardly have any such capabilities.'

Marina Popovich also wrote in her book *UFO-Glasnost* (published Fall 1991, Germany), 'The Soviet Air Force and the KGB have fragments of five crashed UFOs in its possession. They analyzed the material and came to the conclusion that it indeed was not manufactured on Earth with terrestrial technology.' The crash sites she named were Tunguska, Novosibirsk, Tallin/Estonia, Ordzhonikidze/Kaukasus and Dal' negorsk.

The latest UFO crash in the USSR happened on January 29, 1986. Shortly before 8:00 p.m., dozens of witnesses in the city of Dal' negorsk in eastern Siberia near Vladivostok observed a ball-shaped object, flying parallel to the ground before crashing with an angle of 60-70 degrees in the 611 meters high 'Hill 611' or 'Izvestkovaya Mountain' in the center of the city. The reddish glowing object had a speed of 45 feet/second before it crashed. According to the eyewitnesses, it jumped up and down for some time before it finally crashed into the mountain, exploded soundlessly and burned for

nearly an hour.

On February 3, 1986, an expedition of the Far East Department of the Investigation Committee for Anomalous Aerial Phenomena of the Academy of Science led by Dr. Valery Dvuzhilny arrived in Dalnegorsk, starting the investigation.

The scientists discovered many fragments, including lead and iron-balls, bits of glass, traces of high temperature activity, magnetic anomalies, damage to nearby trees and the most mysterious discovery - a fine mesh of netting woven out of inert metal threads out of an alloy of gold, silver, nickel, alpha-titanium, molybdenum and beryllium. One of the scientists who analyzed the material, V. Vysotky, Doctor of Chemistry at Vladivostok University, came to the conclusion in his man-paged investigation report that, 'This fine metallic webbing is undoubtedly a high-technology product and not a thing of natural or terrestrial origin.' He supposed the object in question was an automatic scout probe of alien origin. Some of the threads, Dr. Vysotky pronounced, were only 17 microns thick and even woven with even finer material - impossible for terrestrial technology (of the time).

An earlier crash happened on March 6, 1983, when military air surveillance located a low-flying object maneuvering in the Kaukasus Mountains near the city of Ordzhonikidze. A ground-stationed rocket was fired, hit the object, damaged but did not destroy it. Reeling, it continued its flight, losing height, and disappearing from the radar screen.

Two months later in May 1983, two mushroom pickers roamed through the Stolovaia mountains near Ordzhonikidze (Kabardino-Balkarskaia-Region), discovered it: An object 24 feet in diameter and of the same height. The upper half made out of crystal-like glass; the lower one out of metal with a four-part telescopic landing gear and two extended ramps. On its bottom side, it has six big, heavy jets and four groups of four smaller jets in cross formation at the sides of the tent-like, crystal-like dome. On one side was a strange symbol: a crescent on its back with four rays meeting in its center.

The couple got their cheap, simple camera and took some pictures. Hesitating, the man climbed on the ramp, looked inside of a giant sliding door. Under the dome, he found a big pilot's seat that was double the size of a normal one, made for a giant of 3-4 meters.

The couple went to town, gave the film to a local photo shop. The news about the strange discovery spread and the local military learned about it. They went to the site, sealed the area off. It took two days to bring military transporters to the remote mountain plateau. The object was transported first to a local military base and then to a military underground facility near Mytishi, southeast of Moscow.

According to Valery Uvarov, member of the Soviet UFO Commission, the investigation of the strange machine led to the discovery of two propulsion: an antigravity-propulsion for the flight and a jet-propulsion for finer

maneuvering in a mountain area. Obviously, the craft crash-landed, its pilot left it. Its board-mechanisms functioned good enough to set down, drive out the landing gear and the ramps.

The propulsion was identified as 'neutrino beams' by the Soviet scientists, dangerous for humans who are exposed to it for longer than one hour.

Indeed, the mushroom-picker and his wife died in 1988 from cancer.

According to Uvarov, members of the original retrieval team suffered from the same disease.

Indeed, the strange object of which I have four pictures in my possession, does not look like a high tech device from outer space, but more like a test vehicle of a lunar landing module. Uvarov says he believes the Americans discovered a similar device and imitated it for the construction of the famous 'Eagle' lunar landing module used for the Apollo moon program.

Indeed, the craft looks too solid to be a hoax and one photograph shows the mushroom picker on one of the ramps, giving the impression of the real size of the object. It was discussed that it might have been a Soviet test vehicle, but this possibility was ruled out by the Soviet Space Agency and the Academy of Science. The second possibility discussed was that the object was constructed for a Polish science fiction movie. Up to now - 8 years later - no movie appeared with this strange object in it. In Ordzhonikidze, nobody remembers a film crew trying to reach the remote region of Stolovania mountains. The case remains a mystery!"

**Part 17: UFO Crash/Retrievals: The Inner Sanctum - Status Report VI**  
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*"The unidentified object seen over Dal' negorsk (Soviet Union) on January 29, 1986, at 7:55 p.m., had a solid cover that was ball-like and was stainless steel color. It did crash land at the altitude of 611 meters, leaving behind samples of steel alloys, ferrous balls, and the so-called 'netting' type samples. It also had strange effects on the humans, animals and radio sets." - Valery Dvuzhilnyl, USSR*

**"INSIDE THE SOVIET SANCTUM: THE DAL' NEGORSK CRASH**

It seems that I am one of a select number of worldwide researchers who receive occasional 'exclusives' from a recently emerged source in Nottingham, England - Azadehdel/Victorian, better known by all as 'Henry.' While his mystique has produced a few 'Henry Watchers' who wonder about his real role in the UFO drama or his unabashed ways to get a compromising response from sensitive sources such as Dr. Eric Walker, others praise him for his exposure of a con-artist in the South African crash/retrieval affair. Now, into Soviet UFO affairs, he combines his wherewithal, with author Bruce Cathie of New Zealand to submit the following report from Valerey Dvuzhilnyi of the USSR:

**Valery Dvuzhilnyl, USSR:** 'On Saturday, November 28, 1987, thirty-three UFOs were flying at a low altitude over the eastern coast of Primorye. Their flight took place between 9 - 10 p.m. and midnight. Different types of UFOs could be seen amongst them: cylinder, cigar and globe-shape. They were flying over five regions and well over twelve settlements. Witnesses thought they saw an aircraft crashing. Everyone of them were surprised to hear no noise associated. Inquiries made by the investigators later showed that there had been no flights of either civilian or military aircraft at that time. No carrier-rockets had been launched either from Soviet cosmodromes. The same was the situation on the previous occasion on January 29, 1986. The objects observed had absolutely nothing in common with the effects of rocket-launching, which are quite different. They were not like fire-balls or ball-lightning or plasmoids either.'

Weather report on November 28, 29 and 30, 1987, indicated no clouds or

precipitation. Wind factor: Northwest, 7 m/s, direction 320 degrees. The direction of the wind did not coincide with the direction of flight path of UFOs. There was no thunder flows either. Ball-lightning is exceedingly rare in that region.

Out of thirty-three UFOs, thirteen flew over Dal' negorsk, four over Rudnaya Pristan, various other settlements reported seeing one UFO each. The conclusion would be that their prime target was Dal' negorsk.

UFOs flew as if having one collective objective. They changed course, direction, speed, rounded the mountains, flew over river valleys. The low altitude at which they were flying made radar tracking impossible. Their path gave the impression that they were directed by an intelligent mind. The low altitude might have served as a radar camouflage.

This happened 23 months after the report of a damaged UFO in 1986, over Mount 611. There five objects hovered over Dal' negorsk, and one over Rudnaya Pristan. Those hovering over Dal' negorsk lit the area with the pulsating lights and searchlights. It appeared as though they were looking for something, maybe for the UFO which had crashed in 1986, or its traces and studying the size and the volume of the catastrophe.

It is quite possible that the damaged UFO was an automatically controlled scout probe. It was about 0.5 x 1.5 meters in diameter. Such small craft are not necessarily made or delivered from the outer space. They could have been made on Earth, with the available elements. It has been proved by the isotope analysis of the lead that it belongs to the mineral deposit in the Northern Pribaikalye.

The lead might have been used to repair the UFO, or for refueling the power, or plasma engine installation. The nature of iron isotopes is not clear yet to whether it is cosmic or terrestrial.

The fact that the visitors from space apply technology on our planet, including metal extraction from terrestrial ores and utilize them, has been proven by the following evidence: 1978, geologist Popov found a piece of metal plate five kilometers away from Dal' negorsk. Its dimensions were 1 x 0.70 x 0.60 meters. It was four to six inches thick. (Note: A similar plate was found in North American Arctic region in 1950s and examined by Canadian engineer, Wilbert Smith. A larger chunk of it, by mistake, was sent to Japan to be recycled because of its purity.)

One of the authors climbed that mountain seven times in pursuit of some samples, but without any success. Eventually, when this author went to seek Popov's assistance, he found out that four days before, Popov had died of a heart attack. The same was the fate of the head of the lab analyzing the plate in question and its composition.

Eventually, a piece of the plate was found in a private collection. The disappearance of the main chunk of the plate in itself is a puzzle!

The plate was made of zinc. Its weight might have been no less than a half a ton, meaning that it could have been shifted by the help of a crane or several individuals. Further inquiries at the enterprises and firms in Dal' negorsk yielded no results. Nobody had ever seen the plate or heard of it.

The chemical analysis of the plate-sample proved to be unusual. It contained no cadmium, one of the components of zinc. The purest zinc is considered to contain 0.02% cadmium. Besides, there was too little silver in it. The local plants never melted zinc of this kind or molded plates of this size. Also, it is impossible to make zinc by primitive methods. It is made only by electro-thermic treatment without oxygen.

Also, in several incidents, the UFO samples or the photofilm pictures - results of some analyses have been missing without any logical explanations, indicating that the organization is under some sort of control. Thus far, four people had witnessed the disappearance of a large piece of the sample from Mount 611. A piece of ceramic crucible with a sample disappeared in the powdery metal industry laboratory. It fell down on the floor and simply vanished. Our colleagues in Tomsk failed to find the quartz thread. In April, a tight plate of quartz threads vanished in Vladivostok. It was placed in the electronic microscope. It occurred after filling the vacuum with god dust.

It seems that UFOs aim to lead all scientific research into a dark alley and nonsense.

The next sign of their technology is a discovery of chrome alloy in Dal' negorsk, and near Kavalerovo. It contains 96% chrome, 0.11% nickel, 0.5% aluminum, 0.29% iron, 0.002% silver, 0.00029% gold, 0.06% cobalt, 0.003% cadmium, 0.007% copper, 0.008 zinc, 0.01 manganese. The results of the spectral analysis are as follows: lithium 1%, calcium 1.3%, arsenic 1%, silicon 1%, scandium 0.005%. The rest of the elements, with very small percentage, are platinum, lantanium, strontium, iridium, renium.

The composition is highly unusual due to the fact that there are no chrome deposits in the Far East of USSR. Secondly, the industries have never made chrome of this composition. The sample found in Dal' negorsk is a shapeless lump. It weighs about 50-60 kilograms and is non-magnetic, while the sample found in Kavalerovo is highly magnetic. Number of UFO landing sites have been examined in that region. The mountain rock and metal samples are found to be highly magnetic in these sites. The space debris from Sputniks, space rockets and aircraft are known to be non-magnetic.

We consider the hypothesis of V. Salnikov, a candidate of geological and mineralogical sciences from Tomsk to be invalid and groundless. Salnikov believes that the cause for the destruction on Mount 611, on January 29, 1986, was a natural plasmoid. This could be refuted because:

1. The time during which the destruction occurred was one hour. Plasma is known to exist for several seconds only. It could not fly having 60 grams of various metals (titanium, sodium, iron and some other element).

2. Ionic plasma substance could not have created large pieces of lead weighing about 4-5 grams each. There were eight such pieces. Ionic plasma could have created only dust-like metals.
3. It is impossible to collect or absorb 60 grams of lead and iron during the flight. The atmospheric concentration should have been 4,000 times as much as maximum limit. There are no concentrations of this kind even near the furnaces.
4. While destroying plasmoid could not have magnetized flints. It could have caused only high temperatures.

So, is it possible that on November 28, 1987, a great number of UFOs were searching for the damaged UFO on January 29, 1986? After all, they were hovering in the sky sending searchlights on the ground. The tops of the mountains and hills in the northwest direction. Probably, before its destruction, it had sent a powerful signal into space.

The crash spot might have been spotted by the UFOs flying over Dal'negorsk on November 28, 1987. It was discovered thanks to six spots of magnetic flint. Four UFOs were registered to have flown over Mount 611. On February 6, 1986, eight days after the UFO crash, there appeared from the north two yellow globes at 8:30 p.m. They approached the crash site, made four circle runs over the area and disappeared with a flash (of light). The mass appearance of UFOs on November 28 was sighted by workers, representatives of intelligentsia, militiamen, military men. In all, over 100 people witnessed the 33 sightings. These objects caused a two minutes cutting off of HF TV circuits, telegraph lines and other appliances. Computers were also cut off. Their programs spoiled. The cause was the presence of very powerful electromagnetic field caused by the presence of UFOs. Incandescent lamps and 220 volt circuits were not affected by this EM field. 93% of UFOs appear when the moon is full or new. When the moon is in perigee, it is closer to Earth.

The isotope (lead) analysis have proved that it is neither of space nor of Dal'negorsk origin. Its age is identical to those of Kholodnenskoye lead deposit regions, North Baikal. Doctor U. Pooshkarev (Geology, Leningrad) corroborated the idea of secret UFO exploitations of Kholodnenskoye lead deposit for their own purposes. The lead could be used as the plasma engine fuel. The holes in the lead balloons are identical to those from industry plasma plants. It seems that they do not require to carry large quantity of lead during their flights, if there is a possibility to exploit certain regions of the Earth surface. That means they have vast knowledge about our mineral deposits.

Certain efforts have been made to determine their mining capabilities and technology applied. There are some holes made by laser rays. Their diameter is about two inches. One can see vitrification of the hole edges. (Editor's Note: Vitrification cools substances to form a glass without disturbing their structure.)

Also, an unknown chromium alloy has been found. One of the patterns is magnetized. The magnetization is identical to the pattern from the Mount

611. This magnetization is indicative of a super-power electromagnetic field created by UFOs. These fields seem to have some significant relevance in their propulsion systems.

The 'netting' pattern observed in the sample is almost impossible to investigate, even with the most up-to-date devices. It is carbon in glassy condition. Absolutely amorphous, with separately standing atoms of 5 - 18 elements. It is not dissolved in any acid. If one tries to put it in the liquid nitrogen, it is attracted by the magnet though the ferrum is perfectly covered. It is impossible to find out the cause of these magnetic properties. The presence of high percentage of potassium (K) and sodium (Na) in the samples might be caused by the UFOs' thermonuclear reactions. But, these reactions are ecologically clean. They could not have caused the radiation of the soil.

The UFO which made a crash landing on January 29, 1986, was spotted at 7:55 p.m. Its speed was 15 m/s. The unidentified object seen over Dal' negorsk (Soviet Union) on January 29, 1986, at 7:55 p.m., had a solid cover that was ball-like and was stainless steel color. It did crash land at the altitude of 611 meters, leaving behind samples of steel alloys, ferrous balls, and the so-called 'netting' type samples. It also had strange effects on the humans, animals and radio sets. The samples of ferrous balls have a very high degree of solidity. It could not be cut by steel instruments, but only by diamond. These have very complex composition. They contain almost all the elements in the Mendeleyev table, such as Fe (iron), Mn (Manganese), Ni (Nickel), Mo (Molybdenum), W (Tungsten), and SiO<sub>2</sub> (Silica dioxide, or quartz sand), Co (Cobalt), Cr (Chromium). Whence melted in the vacuum, strange glass-like structures appear. The carbides of the metal elements are absent.



View of alleged UFO crash site on hilltop in Dal' negorsk, eastern Siberia.  
Xerox copy of photograph provided by Michael Hesemann, Germany.



Soviet scientists investigating site of alleged UFO crash in 1986 on hilltop in Dal' negorsk, near city of Vladivostok in eastern Siberia. Photo courtesy of Michael Hesemann.

As mentioned before, the sample of the 'netting' element is made of amorphous carbonaceous materials with metal atoms standing separately. The basic elements carbon basis, Zn (Zinc), Ag, Au, La, Pr, Si, Na, K, Co, Ni, Y and many others. It is almost impossible to interpret its structure. It resists the acids. When a temperature of 2800 Centigrade is applied to it in the air, some elements would disappear and new elements appear instead. In vacuum heating, gold, silver and nickel disappeared and molybdenum and beryllium sulfide appeared. The latter disappeared after five months. This does prove, however, that we are dealing with *artificial* materials. The great quantity of organic matter might be the sign of a type of life still unknown to us.

Before the heat application, the 'netting' is a dielectric substance. During the course of the heating, it becomes a semi-conductor and in vacuum heating, it is a conductor. After three years, the site of this incident still has some effect on the humans. It effects the blood and causes reduction in leukocyte and bacilli increase. It also causes high blood pressure, fast pulse and sense of unknown fear. The site still affects the film imprint and simply erases it.

The flint samples collected from the site are magnetized. But to magnetize a flint is as impossible as magnetizing a brick!"



UNITED STATES SPACE COMMAND  
PETERSON AIR FORCE BASE, COLORADO 80914-5069

Dr Armen Victorian  
P.O. Box 99  
West PDO  
Nottingham NG8 3NT  
England

26 MAR 1991

Dear Dr Victorian

This replies to your 13 February 1991 Freedom of Information Act (FOIA) request for any records concerning a satellite reentry on 28, 29, or 30 January 1986 in Dalengorsk, Primorsky region of USSR (Far Eastern part of USSR).

A search was accomplished of applicable records and all reentries in the 28-30 January 1986 window found no large objects with ground paths crossing eastern USSR near Dalengorsk, Primorsky.

However, the search found two objects that decayed on 27 January 1986 with a ground path passing over the far eastern part of the USSR. The first, object 16506, International Designator 1986-001D, was a piece of debris from Cosmos 1715 which was launched on 8 January 1986. It decayed on 27 January 1986 at 0145Z at 30.0S/275.1E. The second piece, object 16430, International Designator 1985-120B, was a rocket body from Cosmos 1713 which was launched on 27 December 1985. It decayed on 27 January 1986 at 2313Z at 35.3S/266.2E. Although the predicted decay time for both these objects did not fall over the Dalengorsk, Primorsky area, it is possible that a piece from one of these two objects, especially the rocket body, remained in orbit half a revolution longer and then decayed over Eastern USSR.

In addition, several small pieces of debris decayed over the 28 through 30 January time-frame. No decay and impact predictions were made on these objects. They are all significantly smaller than the two objects mentioned above and it is highly unlikely that any of these four pieces of debris survived reentry.

OBJECT	INTERNATIONAL DESIGNATOR	COMMON NAME	DECAY DATE
14846	1969-064AC	INTELSAT 3 F-5 DEB	1/29/86
16427	1985-115E	COSMOS 1708 DEB	1/29/86
16462	1979-017EL	SOLWIND DEB	1/28/86
16508	1985-120C	COSMOS 1713 DEB	1/30/86

There are no chargeable fees associated with your request.

Sincerely

*Jerry W. Felder*  
JERRY W. FELDER 3/24  
Colonel, USA  
Deputy Chief of Staff

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The site suffered a temperature of 4,000 C. during the crash, and the radiation of an unknown nature. Vegetation are still affected by this radiation.

The chemical composition of the steel alloy and the iron corresponds with the high content in peat after the Tunguska so-called meteorite aerial explosion (June 30, 1908): Pr (Praseodymium), La (Lanthanum), Y (Yttrium), Pb (Lead), Zn (Zinc), Fe (Iron). The type of the radiation is identical. It is obvious that we are dealing with a spacecraft of an unknown civilization.

Although the 1987 sighting of 33 UFOs were traced as far back as Sea of Japan and 13 of them passed over Dal' negorsk, hovering and illuminating the site of the incident with their searchlights which gave the impression that they were looking for something. But more importantly, there was the report of a landing in January 1989, only 200 meters from the actual place of incident. In our research of these series of incidents, we have employed computers, laser microscopes and good professional advice by the scientists in various fields. Analyses were conducted by professionals. In four of the 'netting' samples, alpha-quartz threads were found. Their thickness is 17 microns. They were rolled up in an accurate plait and fused

into the netting. The gold wire was inside every thread. Such technology and precision is just impossible for our present technological capability of our civilization. They might serve as a microcable in orientation system. Quartz is an ideal insulator and gold is an excellent conductor.

Despite the Earth Light theory, it is proved that UFOs do fly over the geological fractures. It is quite possible that they do harness the released energy from these magnetic lines. An advanced civilization could easily use the fracture energy as natural radio-range beacons and fly with their help in any weather condition. Today, we, too, can determine these fractures with the help of up-to-date sensors or registering devices. These devices can sense fracture energy spaced around our landmarks. As it is widely known, fracture energy has existed for millions of years. Dal' negorsk fracture is a meridian type, dating back to Triassic period. It would not be impossible to assume that this unknown civilization has had the surface charts - not the parallel meridian charts. One with fracture coordinates system. Those charts could have been obtained from the ancient times by paleocontacts to serve their purpose today."

**Len Stringfield:**

If Valery Dvuzhilny's (USSR) disclosure, like Popovich's, is based on factual data, it is significant for several reasons:

1. That it provides a rare peak into the technological and/or physical aspect of the UFO phenomena.
2. That it might be a signal that more information can be expected to surface as a result of the newborn freedom of a former powerful and suppressive adversary (nation).
3. That it might be a subtly planned forerunner of information to be 'trickled out' by world governments who now believe that the UFO is serious business - or even a threat.
4. That it might be a stratagem by the Soviets to put pressure on the Western bloc nations to be more open and less oppressive in their joint policy which enforces maximum secrecy designed to hide the truth about UFOs."

**Part 18: *UFO Crash/Retrievals: The Inner Sanctum - Status Report VI***  
© July 1991 by Leonard H. Stringfield

**"THE SOUTH AFRICAN UFO CRASH/RETRIEVAL AFFAIR:  
A CASE STUDY OF UFOLOGICAL FACT, FICTION, FRAUD,  
FRUSTRATION - AND HOPE**

South Africa, irrespective of its apartheid problem, is a modern, progressive, high-tech nation reported to be in possession of nuclear weapons. It is a likely spot on the globe for UFO surveillance - if technological modernity is a reason.

Accordingly, reports abound in that region going back to the early 1950s. Such include landings, close encounters with strange entities and a crash of a saucer near Johannesburg in 1953 which, to my surprise, was confirmed by a CIA person with whom I had contact in the late 1970s, especially during the period when I began my probes into the C/R syndrome. Albeit, thanks to Cynthia Hind, a resident of Zimbabwe, and a veteran MUFON researcher, many well-investigated UFO reports in South Africa and its contiguous countries, have reached the rest of the world.

Then in 1989 came the news of a major crash incident in the Kalahari Desert of Botswana, near the South African border. It shook the UFO community - first in Europe where it appeared to be a major breakthrough; then it shifted suddenly into the United States in a mish mosh of reports from diverse sources. Most of it focused on one informant - James Hendrik Van Greunen. Desperate, and willing to reveal over 500 pages of secret documents to support his allegations about his role in the retrieval operation, he stressed the need for a lot of money to escape South Africa. Under surveillance for breaching security, he claimed he had the right connection to elude the authorities before facing trial for treason. Once safe in Europe, he vowed he would cooperate and share his bonanza of secrets.

To say the least, the Kalahari crash soon developed into a complex super drama. Apart from its superstar, Van Greunen, the investigators who played key roles, deserve a hearing. To put the case into some orderly perspective, it is separated into six parts as follows:

- 1) **ENTER JAMES H. VAN GREUNEN**

Tony Dodd, a respected British researcher and retired police officer, explains how he got the first news of the Kalahari crash and retrieval, quoting in part, from *Quest International* (Vol. 9, No. 2, 1989) as follows:

**Tony Dodd, UK:** 'During the first week in July 1989, I received information from a South African source to the effect that a UFO had been shot down by a South African fighter aircraft on the 7th of May 1989 and that the object had crashed in the central Kalahari Desert. The object had been recovered intact, together with two live alien beings, and taken to a South African Air Force Base. The South Africans were quickly joined by American Air Force personnel who had flown out from Wright-Patterson Air Force Base. A letter from my contact read as follows:

**Tony Dodd's Contact:** South African intelligence do not have the facilities or knowledge to pursue this matter alone. According to the base commander, it is the third space craft they have retrieved in the past ten years over the South African continent. We were told to keep everything under wraps as it may cause panic in an orthodox religious country. They told us that they would keep us informed as to any further developments.

I hope that this letter reaches you in one piece because if it is intercepted, I will be in a great deal of trouble. Please let me know as soon as you receive it. Unfortunately, we were not allowed to take cameras inside with us for obvious reasons.

I am sending you some government copies of the briefing notes separately. I won't be able to sign my name or address to accompany these documents in case the letter is intercepted.

A couple weeks later, I received a package from South Africa containing a letter and five pages of a briefing document. The document carried the South African Air Force Crest at the top of the page and was headed: 'Classified Top Secret - Do Not Divulge' (etc.)."

**Stringfield:** Dodd was understandably discreet in his first reportorial disclosure of the South African crash affair. His source, or sources, were not identified and he deleted or changed the names of certain sensitive items in the 5-page document.

The question remains: who was Dodd's correspondent? Or shall we ask, the *bona fide* informant? Is he still unknown to research? Or was it James Van Greunen, who was preparing for his trip to England where he would make further disclosures? If such were the case, Van Greunen was at first warmly received and became a guest in the home of Henry Azadehdel. But their relations soon went sour when Henry, the host, made phone calls to check on the credentials of his guest, James. Suspicion led to alienation and suddenly, Van Greunen was forced to leave his 'safe house' and made a hasty return to South Africa.

When I was in touch with the Van Greunen in Africa in December 1989, and later after his escape to Germany, Henry informed me sometime during that period that *the real informant was not Van Greunen*. When I asked about the whereabouts of the real one, I was told that he was safe in South America. Some of the evasive haze that prevailed at that time has since, thanks to Henry, cleared a little. There is now a glimmer of hope that a crash of 'something' did occur on May 7, 1989, in the Kalahari Desert.

## 2) THE FIVE-PAGE DOCUMENT

I have seen several versions of the so-called five-page document with the code names either deleted or changed. Following is a retyped 'uncensored' copy of the original Top Secret South African Air Force document:

### **Page 1**

SOUTH AFRICAN AIR FORCE

**CLASSIFIED TOP SECRET - DO NOT DIVULGE**

DEPARTMENT OF SPECIAL INVESTIGATIONS AND RESEARCH  
(DSIR)

DEPARTMENT OF AIR FORCE INTELLIGENCE (DAFI)

DATE: 7 May 1989

SUBJECT: Unidentified Flying Object

CODE NAME: SILVER DIAMOND

FILE NUMBER: 2345-A2-1C

DESIGNATION: Valhalla AFB - Pretoria

DESIGNATED CHANNEL: RED/TOP SECRET

RESTRICTED ACCESS: Illuminated Nine

PRIORITY CODE: D-4

SPECTRUM LOT: Blue

**DEFENSE COMPUTER PASS CODE - PROCEED WITH CAUTION**

CONTENTS:

Case History

Craft Specifications

Humanoid Specifications

Conclusions

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CLASSIFIED TOP SECRET - DO NOT DIVULGE

## CASE HISTORY

At 13M45 GMT on 7 May 1989, the naval frigate 'SA Tafalberg' radioed Cape Town naval headquarters to report an unidentified flying object that appeared on radar scopes, heading towards the African continent in a North westerly direction at a calculated speed of 5745 nautical miles per hour. Naval headquarters acknowledged and confirmed that object was also tracked by airborne radar, military ground radar installations and D. F. Malan International Airport at Cape Town.

The object entered South African air space at 13M52 GMT. Radio contact was attempted with object, but all communications to object proved futile. Valhalla Air Force Base was notified and two armed Mirage fighters were scrambled. The object suddenly changed course at great speed which would be impossible for military aircraft to duplicate.

At 13M52 GMT squadron leader, Goosen, reported that they had radar and visual confirmation of the object. The order was given to arm and fire the experimental aircraft mounted Thor 2 laser cannon at object. This was done.

Squadron leader, Goosen, reported that several blinding flashes emanated from the object. The object started wavering whilst still heading in a northerly direction. At 14M02, it was reported that the object was decreasing altitude at a rate of 3,000 feet per minute. Then at South African border with Botswana identified as the Central Kalahari Desert, Squadron leader, Goosen, was instructed to circle the area until a retrieval of the object was complete. A team of air force intelligence officers, together with medical and technical staff, were promptly taken to area of impact for investigations and retrieval.

The findings were as follows:

1. A crater of 150 metres in diameter and 12 metres in depth.
2. A silver colored disc shaped object 45 degrees embedded inside of crater.
3. Around object sand and rocks were fused together by the intense heat.
4. An intense magnetic and radioactive environment around object resulted in electronic failure in air force equipment.
5. It was suggested by team leader that object be moved to a classified air force base for further investigation and this was done.

The terrain of impact was filled with sand and rubble to disguise all evidence of this event having ever taken place.

**CRAFT SPECIFICATIONS:**

The following are specifications as indicated by preliminary investigations at classified air force base.

**TYPE OF CRAFT:** Unknown - suspected extraterrestrial

**ORIGIN:** Unknown - suspected extraterrestrial

**IDENTIFIABLE MARKINGS:** None - curious insignia forged into metal on side of craft.

**DIMENSIONS:**

Length - 20 yards approximately

Height - 0.5 yards approximately

Weight - 50,000 kilograms estimated

**MATERIAL OF CONSTRUCTION:** Unknown - pending further laboratory results.

Outer surface of object flawless, polished, smooth silver color.

No visible seams noted inside or on outer surface of craft.

Perimeter showed 12 unevenly spaced, flush with outer surface oval-shaped portholes.

**SOURCE OF PROPULSION:** Unknown - pending laboratory results.

**NOTES:**

a) A hydraulic type landing gear was fully deployed suggesting that electronic malfunction caused object to crash. This may have been due also to Thor 2 laser cannon being fired at craft.

b) While the investigation team observed the object at classified air force base, a low sound was heard. It was then noted that a hatch or entrance on lower side of craft had opened slightly. This opening area was later forced open with the use of hydraulic pressure equipment.

c) Two humanoid entities clothed in tight fitting grey suits emerged and were promptly taken to make-shift medical centre, level 6 of classified air force base.

d) Various objects inside craft were taken for analysis and we are still pending results of these findings.

e) The craft has been placed in a sterile environment.

## MEDICAL REPORT ON HUMANOID ENTITIES

ORIGIN: Unknown - suspected extraterrestrial

HEIGHT: 4 - 4.5 ft.

COMPLEXION: Greyish-blue - skin texture smooth, extremely resilient.

HAIR: Totally devoid of any body hair

HEAD: Oversized in relation to human proportions. Raised cranium area with dark blue markings extended around head.

FACE: Prominent cheek bones

EYES: Large and slanted upwards towards side of face. No pupils seen.

NOSE: None observed

MOUTH: Small slit devoid of lips

JAW: Wide in relation to human proportions

EARS: None observed

NECK: Very thin in relation to human proportions

BODY:

ARMS: Long and thin just above knees

HANDS: Consisting of 3 digits, webbed, claw-like nails

TORSO: Chest and abdomen covered in scaly ribbed skin

HIPS: Small, narrow

LEGS: Short and thin

GENITALS: No exterior sexual organs

FEET: Consisting of 3 toes, no nails and webbed.

### NOTES:

a) Due to aggressive nature of the humanoids, no samples of blood tissue could be taken. When offered various foods, they refused to eat.

b) Method of communication is not known and suspected telepathic.

c) Humanoids are kept in detention at classified AFB awaiting further results of investigations.

d) One way passage has been requested for both humanoids to Wright-Patterson Air Force Base, USA, for more advanced investigation and research.

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- A) No conclusion has been reached as yet. Awaiting results of investigations.
- B) The object and humanoids will be moved to Wright-Patterson AFB for some advanced investigation and research.
- C) Date of passage - 23 June 1989.

NOTES:

- a) Conclusion remains open-ended.
- b) This file contains initial findings of preliminary report and further details are expected after completion of investigations in South Africa and Wright-Patterson AFB/USA.

END OF PRELIMINARY BRIEFING NOTES: PAGE 1 - 5

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**Part 19: *UFO Crash/Retrievals: The Inner Sanctum - Status Report VI***  
© July 1991 by Leonard H. Stringfield

**"TEAMWORK HELPS EXPOSE HOAXER (Or Deliberate Misinformer?)**

**Leonard Stringfield:** I feel reluctance to chronicle all the convolutions of the South African case, which involves me personally, as it will serve no objective purpose. For me, as with others thrown together by circumstance to work as a small investigative cell, it was an expensive and time-consuming misadventure. But, in the long run, our efforts paid off by helping expose a hoax.

The story began on an upbeat when Tony Dodd of England dropped his newsy bombshell at a UFO conference in October 1989 in Frankfort, Germany, sponsored by Michael Hesemann. But it was before the conference that I first got word of a crash from "Henry" Azadehdel, a frequent caller since 1988. In a voice that sounded more excited than ever before, he claimed that he was on the verge of getting a big UFO crash and retrieval story in South Africa. He went on to explain that he was in touch with a firsthand source who was involved in its retrieval and that he had called the Office of Special Investigations at Wright-Patterson AFB, supposedly involved in the retrieval, and getting some surprising responses. He promised more information to come and a copy of the taped call to Wright-Patterson. But that was it. Nothing more came by mail or phone for a long time.

Attending the 1989 Munich Conference were several Americans, including Dr. John Kasher, a professor of physics at the University of Nebraska. On his return to the States, he sent a report to Walter Andrus, International Director of MUFON, who in turn, sent me a copy. I called Kasher and agreed to work with him which we did amiably, keeping in touch almost daily by phone until, alas, the curtains of the drama closed.

In the meantime, fortuitously, I learned from another researcher that Tom Adams and associate, Christa Tilton, in Paris, Texas, had received a copy of Henry's preliminary report about the South African affair in October. Not receiving my

copy as promised, I called Tom on November 30, and learned further that Christa had already been in communication by phone with James Van Greunen and wife, Janice, in Africa. Later that day when discussing Van Greunen with Christa, she said that he had called her, inquiring about her abduction experience and this gave her the opportunity to discuss his part in the crash and recovery operations. At that time, the case was still upbeat and Van Greunen, making his plea for financial help, sounded genuine.

Because of my special interest in crash/retrieval matters and with the opportunity to learn more about captive humanoids, Christa agreed to entrust me with his phone number. She also agreed that I could share it with my colleague, Jack Kasher, and within two days, we all agreed to work together as a team. If indeed, Van Greunen had been exposed to alien humanoids - one, an aggressive livewire who injured an attending doctor, then by all means, I wanted to get his firsthand story.

My first call to James Van Greunen in Hillbrow, South Africa, seemed reassuring. His manner of speaking was forthright with a good command of the English language. Like Christa, I thought he sounded genuine. I winced a little though when he described the two live alien entities taken captive from the craft. The physiological features were strikingly similar to those described by my two medical specialists which I had published in status report, *The UFO Crash/Retrieval Syndrome* in 1980.

In summary, Van Greunen had ready answers for all questions. In fact, he promised even more information which he claimed was contained in more than 500 pages in his possession. This, he said, he would share with our team if he and his family could get out of Africa safely. He also stressed that he would soon face trial for treason for his breach of security and, he claimed, that he was under heavy surveillance. Nagging me immediately, I asked, 'How can you escape if you're under heavy surveillance?' His response, 'I have the right connections. There are others who want me to succeed, but my time is getting short.' Then, after a brief pause, he made his pitch: he needed money immediately to buy plane fare to Europe. His sobbing wife, Janice, and two children? Well, they must go, too, if more money can be provided. But in the main, he must get out soon or face trial. When I called the second time, Janice was home alone. Pleadingly, she made her case: hunger, fear and the urgent need for money.

Needless to say, an air of urgency prevailed among our team members. Our phones were busy day and night, almost neglecting the holiday season, as each of us came up with news and views from sources in Europe, such as Michael Hesemann in Germany, or from the Van Greunens themselves. There were also some loose ends about the Van Greunen story, little inconsistencies that we each discovered as we compared notes. Also, there was the word of Henry, who had already announced to the world that Van Greunen was a fake. But when our hopes were at the lowest ebb, Van Greunen always managed to get his act together, blaming Henry for spreading malicious rumors about him. Once when I questioned his vow to deliver the documents, he said, 'In God's name, trust me!'

Still concerned about the loose ends, Kasher called Van Greunen to get his story on tape. We agreed that it would not only be wise to get his firsthand testimony on record, but it would also serve as a test of his behavioral response and willingness to make sensitive disclosures knowing that his phone might be bugged. But again, when recounting his experience, there were no restraints. Instead, he threw all cautions to the wind, warning: the world must know the truth - the human race is in great danger and that we might all end up being hamburgers.

\Then on December 13, Van Greunen phoned Kasher and made it clear that unless he got the money for plane fare to Germany by December 15, the whole deal was off and threatened to destroy the documents. Walt Andrus was advised. MUFON came through. Kasher acted quickly, transacting payment for Van Greunen's flight to Germany. Janice and children would leave later and join her grandmother in England. The decision to help financially was made simply on the premise that the expenditure would either produce positive results or eventually expose a hoaxter. The gamble was worth it.

In Munich, Germany, as pre-arranged, Van Greunen contacted Michael Hesemann. The fugitive and documents were now safe. Financially helped briefly by his new host, he assured no only him, but also each of us on the American team by phone, that his papers were stashed away in a bank safety deposit box. Christa even offered to fly to Germany to wrap the deal, but he said he needed time to get settled.

Van Gruenen soon became hard to reach in a new lodging, not far from Munich. When I finally reached him, he talked of coming to the United States, thanked all of us who helped him to safety with a promise to repay his expensive plane fare ticket and said that his family was safe in England. I asked about the documents and he assured me that soon copies would be made for delivery.

To simply matters, I suggested that he send me a sampling of five to ten pages, taken from the middle portion of the more-than-500-pages he had boasted having while in Africa. He agreed. Days went by and I called again, asking if his pages were on the way. He was delayed, he said, claiming that he had been ill with the flu. Kasher suggested sending it by FAX. No response. My next call: his excuse was that he was frightened by the German police who were informed by Henry that he was a spy. By this time, we all wondered about the intent of Van Greunen. Hesemann wondered, too, and was concerned when he learned that Van Greunen, dating a German girl of past acquaintance, was away on a fun trip to Italy.

With this news, we all agreed that James Van Greunen was a con man and a hoaxter. Or, was the hoax actually a 'fix' to hide the real story of a crashed and retrieved UFO? Some of GV's tricks pulled on a few of his contacts were so obviously fraudulent, that it seemed highly irregular for a person, hoping to appear genuine, to go to such ludicrous extremes. One such victim was Bill Knell, who published a photo which falsely identified a mummified Mexican Indian child as an alien. He should have known that this kind of mischief would soon catch up with him, which it did, leading to his shameful downfall. Of course, official disinformation will go to any extreme, if needed. If he was a stooge, we'll never get official admission or confirmation. But, personally, I think that James Van Greunen

was a womanizing con man out for money.

#### **4) THE GERMAN CONNECTION; SUMMARY BY MICHAEL HESEMANN**

My German friend, Hesemann, was committed to the South African affair from its earliest to its final stages. His view of Van Greunen is essential in this study of what was once a 'hot' case. His report, dated April 5, 1990, follows:

**Michael Hesemann:** 'On October 26-29, 1989, UFologists from all over the world met in Frankfurt, Germany, at the International UFO Conference D. U. - *Dialogue with the Universe*, organized by me. One of the most amazing lectures, presented to an audience of 1800 people from 29 countries of all five continents, including Russia, was held by the British researcher and former police officer, Anthony Dodd. Dodd presented alleged original governmental documents and the results of his investigation on the alleged crash/retrieval of an alien spacecraft in the Kalahari Desert, Botswana, near the South African border, by the S. A. Air Force on May 7, 1989.'

After the conference, I kept in contact with Tony. Together with my friend and fellow researcher, Johannes Baron of Buttlar-Brandenfels, I visited Tony in England in January to discuss the case. On December 22nd, I got a phone call from a person who introduced himself as Captain James Van Greunen from the South African Air Force who wanted to talk with me about the Kalahari Incident. We made a date of December 23rd. I invited the Baron of Buttlar to participate at the meeting. On this date, Capt. Van Greunen told us that he just escaped court martial in South Africa and that MUFON paid his ticket (to fly to England). He gave us different telephone numbers of alleged witnesses of the case and some of them we reached. He told us that he is 26-years-old, a cryptologist and helicopter pilot. He said that for starting a new life in Germany, he needs money. He told us that he has 300 pages of U. S. and S. A. intelligence documents in a bank safe in Zurich, Switzerland. He said that he read about my conference in a S. A. newspaper and later gave me a clipping proving this - he got my phone number out of the telephone book after arriving at Munich airport. Supposedly in S. A., he was called by the intelligence and asked to come to a special office where he was shown a video taken by a member of the S. A. intelligence at the Frankfort UFO Conference showing Tony Dodd and me standing on stage - Tony holding the documents in his hands (the scenery is true). We arranged a new date, January 3rd, where he wanted to bring us to Zurich, giving us the original material.

In the meantime, he called the Baron many times, asking for money.

On December 28, 1989, I got a call on my answering machine by a 'Dr. Henry from England' saying, 'If you do not call me immediately, I will release tapes that could do great harm to James Van Greunen.' This sounded a little threatening before I found out that the person calling was Dr. Henry Azadehdel, Tony's co-researcher from England who, for some reason, tried to silence James Van Greunen. He also informed the German Embassy in London that JvG was a spy, who brought classified documents to Germany.

They informed the BKA (Germany's FBI), the BKA informed the Lindau police who checked JvG on January 1st evening, but did not find anything.

On January 2, 1990, James called me, that he was afraid to go to Zurich, believed that Germany would not let him enter the country again. Instead of this, he promised to come over and give us a 3-page document 'of highest importance, the central document of everything.'

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**Michael Hesemann:** "He came to Munich, behaved excited and frightened and made copies of the paper for the Baron and me. This document is said to be a memorandum to South Africa's President, F. W. de Klerk, written by General T. H. Oberholser from the Bureau of State Security, Pretoria (written Beurau) and was classified RED - POSSIBLE WAR EMERGENCY.

This classification based on the claim that '99% of all information stored electronically and on silicon slides inside the alien space craft translates to a total collapse of all world governments and eventual ellimination (sic!) of the human race as we know it to exist today.' The 'real' important thing in this document was something else - a 'requested' list of all officers involved, including 'J. H. Van Greunen, Captain, Counter Intelligence.' some of the other names sound quite suspect, like 'Major Fielding' (the late husband of lady-contactee Elisabeth Klarer), 'Capt. Spaulding' (head of GSW, AZ), 'd. B. Labuschagne' (a friend of James living in Sedona, AZ) and 'Capt. Forbes' (Ann Forbes is a UFO book-shopkeeper in S. A. and a good friend of JvG). Furthermore, more than 16 spelling mistakes on two pages made us even more suspicious, as well as the mentioning of Dr. Henry Azahedel as a 'possible security leak in Europe.'

In the meantime, I found out that the entire document is a fabrication, that James used a seal from his passport and the head and stamp of his birth certificate to do a 'cut and paste' job.

Mentioning the many spelling mistakes, James told us that in South Africa nobody could spell correctly, that even advertisements on TV would have spelling mistakes.

COMMENTS ABOUT THE CASE FROM ENGLAND:

- A) Timothy Good (*Above Top Secret*) called the entire S. A. case 'bogus.'

B) Manchester-based solicitor, Harry Harris, said that he got confirming documents from an independent intelligence source, but did not want to reveal it because 'UFOlogists always exploited him.'

C) Tony Dodd and Dr. Henry Azahedel still believe in the authenticity of the case, but named JvG a 'con-man' who got ONE original document from a friend, Capt. Henry Greef, S. A. A. F. Intelligence. They claimed that they got confirmation by an independent intelligence source.

Before I went to England, James has told me that Tony and Henry still have 4 original photographs of the aliens. They denied this.

After returning, I wanted to know the truth, taking James at the point of his weakness. I offered to publish his story and the alleged documents in my magazine, offering him DM 20.000 for everything. We signed a contract, including the two dates February 15, 1990, for delivery of the documents, and March 15, 1990, for delivery of the manuscript. I offered James an apartment in Göttingen, West Germany, to stay. He was first accepting and then resisting 'because of fear.' He traveled around between Lindau (his 'wife's' place) and Munich where he first stayed in the free apartment of my friend, Robert Yazar, then for short times in my apartment together with his 'wife.'

At that time, he admitted that he was not 26 ('that's my cover'), but 24 and that Marion is not his wife, but his fiance, that he already was married to Mrs. Janice Fugea, now living in Newcastle, GB with two young children who are not his and is getting divorced. He planned to marry Marion Wiegand from Lindau. Sometimes they had problems with their relationship.

On February 2, we again tried to get the Zurich papers and failed. James claimed that he got a warning call from a friend from intelligence. On February 11, my pressure on him was so strong that he ordered a friend to bring the papers over to Germany. After resisting again, we finally got everything on February 15. The disappointment was unimaginable - such as papers by Bill Cooper, John Lear, Paul Bennewitz, which I already had for nearly 4 months. He tried to convince me that these were government retypes, that everything was TOP SECRET> But I had enough. Then he claimed that he sent the 'hot stuff' back to South Africa when the police arrived in Marion's house in Lindau. He ordered his people in S. A. to send everything to me - but I never received it. He told his former wife, Janice, to send me 'four photographs of the aliens and an original document,' but they never arrived.

When I mentioned that the above-mentioned 'General Oberholser'-paper was a fake, he said he wanted to test the Baron and me and we failed because the Baron gave a copy to Tony Dodd. I ordered him at least to write down his 'experience' for documentation. At the end of February 1990 (I do not remember the date), James called me, claiming that 'everything is over with Marion' and that he wants to go back to South Africa. A few days later, he allegedly called me from South Africa, claiming that he is 'back in his office' at Valhalla, Swartkoop Air Force Base,

gave me his number 'there.' When I called a little later, the Corporal who answered the phone told me that 'Captain Van Greunen just went home.' Later, Dr. Azahedel found out that James had PHONED the corporal, told him that every incoming phone call for him should be answered in that way. The Corporal, I think 'Smith' was his name, did not know 'Capt. Van Greunen' personally.

On another phone call, James connected me with his 'fellow officers' who 'confirmed his identity.' Later I got a phone call from 'a friend of his,' informing me that James was court martialled and sentenced to death. Later, the same person informed me that he (JvG) was shot.

A little later, James called me and told me that he was back in Germany and that the reason for his 'South African' game was to bring 'death' to the UFO community.

At that time, he told me that he sent original photographs from South Africa to Bill Knell in New York. We tried to call Knell, asked Christa Tilton and Colman VonKeviczky to get the pictures. They turned out to be nothing more than hoaxes (Stringfield note: photo shows primitive mummified New Mexican Indian infant).

Claiming to be a UFO-contactee since the age of 11, James showed me his book *The Aenstrian Revelations*, published by a small press in Sedona, Arizona. He told me that his publisher, Gene Falk, produced a documentary movie about him in Sedona and actually filmed the landing of an alien spacecraft in the desert. Gene Falk denied this.

Concerning James Van Greunen, four possibilities to consider:

1. James is a con-man, the entire Kalahari affair only happened in his fantasy. he is out for money and nothing else.
2. James is what he claims to be. His personal records were changed by the S. A. government, everything was done to discredit him. He did not send the fake Fax-photos to Bill Knell, but some agent in his name with the above mentioned intention. The only document he faked is the General Oberholser-paper with the intention to test me.
3. James is what he claims to be - BUT, after returning to S. A., he was put under highest pressure by his government, got the mission to go back to Europe to discredit everything.
4. James who obviously was interested in UFOs for along time (according to Ann Forbes and Elisabeth Klarer who knew him since he was 13 or 14), had friends, most possibly his school friend, Capt. Henry Greef, who worked for Intelligence and gave him the authentic Kalahari briefing paper. James made his own story out of it and because of the lack of real evidence, started to produce fakes.

## **5) COMMENTARY: CYNTHIA HIND**

**Leonard Stringfield:** Cynthia, a long-time respected researcher and a MUFON

continental Coordinator for Africa, resides in Zimbabwe, a northern neighbor of Botswana and South Africa. She knows the territory, so to speak: the terrain, the people, their customs - and she also is well-informed about UFOs, whether they're witnessed in the Kalahari or any other desert. Her report of February 5, 1990, recounting her experiences in trying to get to the bottom of the South African affair follows:

**Cynthia Hind:** "Two newspaper cuttings about an alleged downing of a UFO by a South African jet on May 7, 1989, was sent to me in November of that year.

The stories referred to a Dr. Henry Azadehdel, who had the story disclosed to him by a south African Intelligence officer, unnamed, who had stayed with him in his home in Aspley, England.

On the basis of these reports, I decided to write to Len Stringfield of UFO retrieval fame (and a member of MUFON) as I felt if anyone knew of such a report, he surely would.

On November 30, 1989, Walt Andrus (MUFON Director) wrote to me and asked me to cooperate on this matter with Noel Herbiet in Port Elizabeth, who was the MUFON representative for South Africa. At the same time, Walt told me that he had heard from Azadehdel on the telephone on numerous occasions and that the Intelligence Officer contact in South Africa was James Van Greunen (sic). Van Greunen felt his life was in danger.

I was also told that Tony Dodd, a reputable British UFO researcher, had spoken at the Frankfort UFO conference where he had given a lecture about the alleged South African crash and had talked about a 5-page official document about the incident.

I must admit that I immediately felt suspicious of the whole matter. If UFOs were so technologically superior, how come a South African fighter plane could shoot one down when far greater nations had failed? I also know that for some time South Africa has been testing various devices, secretly, because of her political isolation, supplied by either the Americans, West Germany or the Israelis. What better place than the Botswana, South African border with its desert-like conditions, to test their weapons? Far away from large cities and the only human inhabitants, unsophisticated people like the Koi (bushmen) who would put down 'fire from the skies' to the temporary anger of their gods?

Recently, I have been investigating a report in Cape Town (Christmas 1981-1982) where two witnesses observed a rocket-like object pass over the city in broad daylight, clearly marked with the USA name and flag. If anyone else saw the object, there were no public reports. The missile, or whatever, was controlled, and I am beginning to be more and more convinced that this indeed is what it was. A solid projectile perhaps gone astray?

Prior to receiving Walt Andrus's letter, I had a phone call from my daughter in Cape Town to say that a James Van Greunen had been on a television programme *Good Morning, South Africa*. She reported him as a very personable young man who seemed to have a sincere interest in UFOs and had formed a group in South

Africa called NUFORIN.

Shortly afterwards, I had a phone call from Van Greunen saying he was interested in contacting a friend of mine (an investigator from Cape town, South Africa and at the same time, extending an invitation to me to speak to his group on my way through Johannesburg. He had 'heard' I was on my way down. I agreed, although we did not arrange a date nor a venue and he said he would telephone again and confirm this.

Shortly afterwards, I heard from another source in Johannesburg, that apparently my talk would be given on December 29. I was surprised that Van Greunen had not contacted me, but as the date suited me I was not unduly worried. Within a few days, Van Greunen phoned again, confirming the date and mentioning the name of a hotel in Johannesburg where the talk was to be given. I did not take particular notice as he said he would contact me upon arrival in Johannesburg and confirm all the arrangements. He knew where I would be staying and the time of my arrival.

At the same time, he said that he might have to come to Zimbabwe for two or three days and could I recommend somewhere for him to stay as he was having difficulty in finding accommodations. It was over the Christmas period and the hotels fully booked. I said if it was only for 2 or 3 days, he could stay with me, but he must let me know in advance when he was arriving as I had numerous arrangements.

A day later, I received a letter from a well-known British UFOlogist in which he warned me about Van Greunen, saying he was an Intelligence Agent (of what country?) and I should steer clear of him. I immediately phoned my British friend and told him what had happened. However, I also said I had nothing to fear from any country's Intelligence and would let Van Greunen come and try to find out what he was up to.

As it happens, Van Greunen did not turn up, nor did I hear from him again.

On the night of December 23, 1989, my telephone rang at about 9:30. I was surprised to receive such a late call and assumed it was something urgent. When I picked up the receiver, I knew immediately it was a trunk call due to the sound in the background. A male voice asked for me and when I identified myself, he said immediately (words to this effect):

'I believe you are expecting James Van Greunen?'

'Yes.'

'Well, I am warning you: If he sets a foot over your threshold, you'll be in trouble.'

Of course, I was flabbergasted. 'What are you talking about?'

'I believe Van Greunen is on his way to you from South Africa to stay with you. If he arrives and you let him into your house, you will be in serious trouble.'

I should have put the phone down, but I was intrigued.

'What is the problem with him?'

'He's a crook, a liar and a disgrace to South Africa. He's rubbish and has been putting down his country.'

'What has he done?' I asked.

'I've told you and you will be the worse off if you let him into your home,' the voice said.

I could not place the man's accent, although it was not south African. The voice went on in this threatening vein if I played host to Van Greunen, so I asked who he was.

'Nothing to do with you!'

'Well, don't you threaten me. I am not a South African. I'm a Zimbabwean. You cannot tell me what to do.'

He said, 'I know you are a respected lady.'

'Yes, I am, and don't speak to me in that tone of voice.'

And then came his piece de resistance:

'You have recently received a letter from Walt Andrus of Seguin, Texas, in which he asks you to investigate an incident on the Botswana border. Leave well alone or it will be the worse for you!'

I was taken aback. How did he know about Walt's letter which had come directly to me from the USA, together with copies of three other letters?

'What incident on the Botswana border?' I asked.

'I am not prepared to say.'

'Do you mean the alleged crashed UFO?' I asked.

'I cannot discuss that. But I'm warning you, if you interfere ...'

Here the call was abruptly cut off. The receiver was not replaced: the line just went dead."

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**COMMENTARY: CYNTHIA HIND (continued):**

"When I arrived in Johannesburg on the 28th of December, there were no messages waiting for me at my hotel. I phoned Van Greunen and there was no reply. Periodically, throughout the day of the 29th, I continued to call him, but there was never any response.

Subsequently, on the 13th of January 1990, Prier Wintle lent me his copy of Van Greunen's NUFORIN magazine in which he had announced that I would be speaking at the Johannesburg Hotel at 8:00 PM on the 29th of December. He had also written, 'The tickets can be obtained from the Conference Director, NUFORIN, P. O. Box 17230, Hillbrow 2038 and are R20 per ticket.' I have since learned from David Powell of Pretoria that about 20 people turned up on the night and were furious at being duped.

I have now received a letter from a well-known UFO book seller in the USA, telling me that Van Greunen had purchased about U. S. \$540 worth of books from him. He had paid by check but the check had been returned marked, 'Account Closed.'

The case sounds rather like a Steven Spielberg scenario to me, not because I don't believe it possible, but because of many disconcerting factors.

- a) I obtained some documents from a highly respected investigator and I am surprised that a top-secret document in the SAAF (South African Air Force) would be in English and not in Afrikaans, the language of the government.
- b) A list of 'hieroglyphics' allegedly found inside the craft were amateurishly drawn and the spelling errors unforgivable. The SAAF would never pass anything like this; they are an intelligent and well-educated force.

The list is signed by none other than J. Van Greunen, although in this instance, he has suddenly become Captain James Van Greunen, South African Air Force Intelligence.

Spelling errors are rampant: 'iniahlation,' 'dissapation,' 'dessert,' 'populace,' 'eminating,' etc.

c) The document tells of Squadron Leader - who was in one of the Mirages. There is no such rank in the SAAF. Squadron Leaders are in the Royal Air Force.

A call from the United States did alert me to something positive in this report. A New York MUFON member told me that there had been a report from a man in Bulawayo, Zimbabwe about a light coming down on the Botswana, South African border on the 7th of May 1989. I have managed to contact the person concerned, who is with the Met Office in Zimbabwe and reports to the Smithsonian Institute in Washington. I have been in contact with him and he is almost certain that what he saw on that night was a 'fireball,' but he has to check out his records first and I am awaiting his confirmation of the sighting and what exactly it was.

In conclusion, I can only say that in my opinion, the story is one big 'con.' It is either disinformation deliberately set out or Van Greunen has personal dreams of grandeur and, most likely, made the whole thing up."

Len Stringfield continues.

## 6) THE 'HENRY' AZADEHDEL/VICTORIAN REPORT

Henry (the simplest among his other names) has emerged into a high-profile researcher internationally using both phone and fax to communicate. Henry is not shy or soft-spoken and to some newcomers on the receiving end of his phone call, his bluntness might paint him as the 'tough cop' type. Well, that type would have pleased Dr. Allen Hynek, astronomer. I remember Alan telling me that what we need in research is 'more of the tough cop types - the kind that gets to the bare facts, the truth or else, from UFO witnesses.' But, Henry is not a tough cop. When you get to know him, he can be soft-spoken, diplomatic and reasonable.

If anybody knows the whole story on the South African affair, it's Henry. On my request, he sent me a statement with attachments dated June 10, 1991, covering his actions in the case. Maybe the case, despite Van Greunen, is not closed yet.

**Henry Azadehdel, June 10, 1991:** "A report relating to the UFO crash in South Africa on May 7, 1989, has been the subject of a great deal of controversy since its publication in an article written by Mr. Tony Dodd, the Director of Investigation of Quest International. Mr. Dodd's report at that time in many ways raised a great number of questions, basically due to the nature of sophisticated technology involved in this particular retrieval. In this report, I would explain, in brief, what actually took place. We are fully aware that every report relating to such an incident would always create confusion, disbelief, and that the reporters who try to

relate the case, would always be subjected to various types of allegations or character assassination from the quarters, which are either over eager to have a participating role, or others who have none or little knowledge about the military and intelligence structure, method and policy designed and designated to tackle incidents such as a UFO crash/retrieval.

I became involved in the South African UFO crash case after Mr. Tony Dodd sent me a complete report of what he was sent from South Africa in 1989. Later on, a Mr. Van Greunen came to England with his family and stayed at my place for almost two weeks. During the course of these two weeks, a great deal more information which was given to us by him was scrutinized. Mr. James Hendrik Van Greunen's role in this incident roused our suspicion from the very beginning. There were simply several areas that we had discovered independently, which were not agreeable with what he was telling us. Eventually, I decided that I had tolerated him long enough and had to ask him to leave.

In the course of our own independent investigation, we discovered Mr. Henry J. Greef. I personally talked to him several times. He gave me some information which was totally new to the case, as well as leads that could be followed. Greef explained some of the black and white photographs taken from the site of the incident and promised to re-photograph or copy and send them to us. From the very first telephone conversation with him, he made references to the files he was handling on the case as well as a firsthand, rather high-ranking individual, as source of his information. At the time, when all this was happening, another investigation was progressing. I had started my own inquiries through Wright-Patterson, with various offices and through my own contacts. The flight dates and times of the two Galaxy C-5s which were the carriers were confirmed. Also, I managed to talk to an individual who had been sent to South Africa as part of a team after the Quick Reaction Teams (QRT) were dispatched. He was totally shocked and surprised. In fact, he was more eager to learn from me about what I knew than answering my questions. The UFO was brought down by an experimental NDEW. The existence of such weapon is no longer the question as explained before. In my last conversation with J. Miller at Kirtland about NDEW's, he confirmed their existence. Today, records and information on Gypsy is in my possession and confirms such ongoing programs and projects.

Greef was a credible source for further information. Also, having obtained the telephone number of the Chief of Military Intelligence in South Africa through our sources, my telephone conversation with him reconfirmed the validity of the case. In many ways, it was somewhat amusing. He was totally confused and shaken from my unexpected and untimely telephone call, especially that I had managed to get through to him through his direct line by-passing his administrative shield. He asked me: why do I want to know about it, what do I want to know about it? He pressed hard to learn how I came by the information. It was a desperate attempt to protect the secrecy, to re-compose himself, and at the same time, try to find immediate answers to my questions. His performance was a failure. He could not answer my questions. Instead, without any pause or thought, hastily answered them with questions which in fact gave me more information that I was expecting.

A few weeks later, I was approached by another higher ranking officer of the South

African military intelligence who I will call JB. He stayed with me for three days. The information he gave us cleared a great deal of grey areas. We now had a clearer picture of what had happened. After his departure to one of a previous French colony, I received other documents not from South Africa, but from Europe, which in fact endorsed the case. There was never a PAINT used in order to demagnetize or disarm the UFO's EM (electromagnetic) emission. Instead, an electronic barrier was used. The crash of the helicopter reported was verified. But the reason was not clarified as to whether it was the UFO's EM emission or pilot's error or mechanical fault. Mechanical means were used to open up the entrance, but no entities had crawled out. No South African civilian scientist had been given the permission or clearance to enter into the saucer.

The Quick Reaction Teams had arrived there within a matter of a few hours since the UFO had also been tracked by NORAD. On this, I have an independent telephone conversation with NORAD. My conversation with them in itself is interesting in a sense that the person that I had talked to for a half an hour earlier, suddenly on a follow-up call in order to clarify some hitches, was not there and apparently had been on a holiday for a few days.

The evidence which we gathered from independent military sources in U. S. and in South Africa, especially my own taped conversations with them, confirm the incident. None of the South African military personnel were allowed to participate in any detailed examination of the craft. A handful were escorted each time individually by members of QRT to see the inside of the craft. Certain agreements were made between the governments of the U. S. and South Africa before the saucer was flown out to WP/AFB. No cash exchange between the two countries was made. The report issued by the U. S. Space Command on our request about the possibility of a re-entry was also contradictory from that of Naval Space Surveillance Center's. U. S. Space Command gives the impact location as: Lat. - 18.0 degrees (S), and Long. -41.1 degrees (E). Rev. number 181, descending to southwest.

Whilst Naval Space Surveillance Center mentions the impact location Lat. -46.6 degrees North. Long. 15.4 degrees East, and Rev. number 94. There is also differences in impact time. USSPACOM 0119Z. NAVSPASUR 1101Z. In their reply dating December 13, 1989, AF Space Command says that our request could not be granted because it falls within NORAD's jurisdiction. Yet, in another letter, dating December 11, 1989, U. S. Space Command and yet another office has given us the details of a Russian rocket body which made re-entry, but its point of impact is miles away from the actual UFO incident. In brief, for odd reasons, AF Space Command either deliberately or unknowingly are creating a confusion. Bearing in mind that last year, NORAD did release some records on UFOs to Robert Todd. I pursued the matter and upon Appeal more data was disclosed. (See; *Just Cause*, Number 24, June 1990.)

The most important information released to us came from the member of the South African Military Intelligence. For obvious reasons, I am not at liberty to mention his name. I am sure those researchers who have been doing similar work would support the reasons. he explained what had happened in brief. Presumably, Greef passed some of this information together with details of the format of the

documents to Van Greunen. The five-page documents, represent most of the information correctly. On the U. S. side, OSI had been involved as well as QRT, FTD, Logistic Command section of WP/AFB which supplied the logistics, as well as the Tactical Wing Command in WP/AFB. In the course of several conversations with a source in the logistic section of the WP/AFB, it has now been established the type of logistical material supplied for the operation. At no time were the entities medically examined by South African military MDs, nor was there any aggression from their (entities') side. Quite the opposite, the entities seemed to be timid, confused or frightened. The description of the entities are correct as given in the 5-page documents. The Grey type.

## **Experimental Weapons Attack on UFO?**

The other significant point to be made is that it has not been established (to us) whether the use of an experimental weapon alone was the cause to bring the craft down. The craft, after receiving the first round of attack, did not react in any fashion to defend itself. It is presumed that it was already experiencing some difficulties and that the attack expedited its downing. The pilot who carried out the initial attack has told us that he used the weapon only once.

In my last telephone conversation with Greef, he was clearly worried. He was trying to be polite on one hand; on the other to protect his skin. I had noticed some sharp alteration in his attitude in volunteering information. He now was trying to distance himself, whilst being an intelligent individual, as he was, and knew only too well that too much had already been spilled. One of my contacts told me that he no longer lives there. Usually his sister answered the phone and then passed the receiver to Henry Greef. But the voice was that of a male which I could not identify. But, in my very last conversation with Greef, he was clearly shaken and frightened. He tried to play the entire case down and said that he had nothing to do with it, that I should not trust Van Greunen. Taking the situation into consideration, I could understand the reasons behind it. Van Greunen had betrayed him.

This report on the South African UFO crash is what so far we have been able to unravel. There are still various areas that we simply cannot make public for obvious reasons. As far as we are concerned, the work on the case has not been completed yet. I submit this report on the merit of a researcher. It is up to the individuals to draw their own conclusion on the case.

On the final note, what adds to the complexity of the case is a sighting of a fireball in Zimbabwe on May 7, 1989, 2145 GMT, plus the re-entry of the FOTON 2 Rocket. Once more, it demonstrates the maze UFOlogists find themselves in when they try to make some sense out of a case."

**Correspondence by "Henry Azadehdel," also known as "Armen Victorian":**

ATTN: Mr. Len Stringfield

FAX: 513-2714922

1. JUL 1991

FROM: ARMEN VICTORIAN  
ENGLAND

Dear Len,

I include herewith a copy of the letter from NASA in response to our FOIA request on the SA case.

There are a few important points to take into account from this short letter.

1. Even if it was a satellite re-entry, as it has been stated in the enclosed letter from NASA, it did not make the impact until 28 APR 1989.

2. The geographical coordinates are far off the Kalahari area all together, as it could be seen in the letter.

We now have at least three different official version of this so-called satellite re-entry.

- a) US Space Command
- b) NASA
- c) Naval Sur. Space Center

With the technology at their finger-tips, one would have assumed that tracking a re-entry would have been the easiest task. The evidence in hand paints different story from each one.

Sincerely,  
*A. Victorian*  
Armen Victorian

**Above:** July 1991 fax from Armen Victorian, England, to Len Stringfield,  
Cincinnati, Ohio,  
**with below:** attached Freedom of Information Act (FOIA) reply from NASA.



National Aeronautics and

Space Administration

Washington, D.C.

20546

Freedom of Information Act Request  
FM (90-349)

August 9, 1990

[REDACTED]

[REDACTED]

This is in response to your letter of July 10, 1990, pursuant to the Freedom of Information Act, requesting "information pertaining to the disintegration of a satellite on the 8th May 1989" regarding satellite number 19942.

Satellite Number 19942 reentered April 26, 1990 at 0115 Zulu  
Impact - 18 degrees South  
41 degrees East  
about 7 degrees North of Prince Edward Island  
off the SE tip of South Africa.

You may obtain a list of current satellites in orbit by writing Mr. Mel Clark, Mail Code 513, Goddard Space Flight Center, Greenbelt, MD 20771 and requesting a copy of the "Satellite Situation Report."

Sincerely,

Patricia M. Riep  
Freedom of Information  
Act Officer



UNITED STATES SPACE COMMAND  
PETERSON AIR FORCE BASE, COLORADO 80914-5001

11 DEC 89

Dr Henry Azadehdel  
24 Prestwood Dv.  
Aspley Park  
Nottingham NG8 3LY  
England

Dear Dr Azadehdel

This responds to your October 21, 1989, Freedom of Information Act (FOIA) request for information regarding any unknown object on the Continent of Southern Africa during the dates of 6th and 7th of May 1989.

The following information is releasable:

On the days of interest (May 6-7, 1989), six objects decayed from orbit, but because these objects had a less than 5 percent chance of surviving re-entry, no impact point was predicted nor recorded. On May 8, 1989; however, one satellite did re-enter and likely impacted within your area of interest. Details are:

International designator	1989-032B (USSR)
Satellite number	19942
Common name	FOTON 2 (rocket body)
Launch date	April 26, 1989
Impact time (plus/minus 1 min)	0119Z May 8, 1989
Impact location	Lat - 18.0 degrees (S) Long - 41.1 degrees (E) Inclination - 62.8 degrees
Rev number since launch	181, descending to south-west

Fees for this service are waived.

sincerely

*Jerry W. Felder*  
JERRY W. FELDER, Colonel, USA  
Deputy Chief of Staff 12/11

**Above:** December 11, 1989 letter from United States Space Command, Peterson AFB, Colorado,  
to "Dr. Henry Azadehdel," Nottingham, England. **Below:** October 3, 1990, letter  
from Naval Space Surveillance Center, Dahlgren, Virginia, to R. C. King, Commander and Executive Officer, U. S. Navy.



NAVAL SPACE SURVEILLANCE CENTER  
DAHLGREN, VIRGINIA 22448-5180

IN REPLY REFER TO  
5720  
Ser 11/578  
OCT 03 1990

[REDACTED]

Dear [REDACTED]

In reference to your Freedom of Information Act (FOIA) request of 8 July 1990 in which you request information concerning the decay of the FOTON 2 rocket body, the following information is provided:

- INTERNATIONAL DESIGNATION: 1989 032 B
- SATELLITE NUMBER: 19942
- COMMON NAME: FOTON 2 ROCKET BODY
- LAUNCH DATE: APRIL 26, 1989
- IMPACT TIME: MAY 8, 1989 AT 1101Z
- IMPACT LOCATION: LAT - 46.6 DEG NORTH  
LONG - 15.4 DEG EAST
- REV NUMBER: 94

The data above was produced from a Tract and Impact Prediction Program executed four days prior to actual decay date. Impact time and location should not be considered extremely accurate. More accurate information is not available.

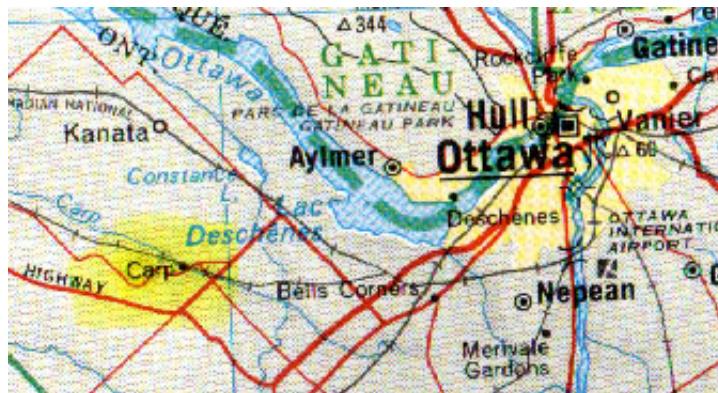
The fees associated with the processing of your request are nominal, therefore waived.

Sincerely,

*R.C.K.*  
R. C. KING, ODR, USN  
Executive Officer

**Part 22: UFO Crash/Retrievals: The Inner Sanctum - Status Report VI**  
© July 1991 by Leonard H. Stringfield

*"The humanoids were packed in ice and sent to an isolation chamber at the University of Ottawa. CIA physiologists performed the autopsies. The three reptilian, fetus-headed beings, were listed as CLASS 1 NTE's (Non-Terrestrial Entities). Like others recovered in previous operations, they were muscular, grey-white skinned humanoids." - Anonymous*



Carp, Ontario, Canada, southwest of Ottawa, where allegedly a non-terrestrial aerial craft, containing humanoid reptilian entities, "crashed" on November 4, 1989.



Alleged video frame of unidentified aerial craft which allegedly landed - or crashed?  
- at Carp, Ontario, Canada, on November 4, 1989.

**Leonard Stringfield: "THE CARP, CANADA UFO CRASH CASE: A**

## **SIDESHOW ATTRACTION?**

If there are questions about the Kalahari Desert crash, there are even more about a reported crash in the town of Carp, near Ottawa, on November 4 , 1989.

Based on an on-going cooperative investigation by two qualified Canadian research organizations, the four-page report - which describes the usual scenario of crash/retrieval events - seems to be baseless; in short, probably a hoax. The reason behind its perpetration is anybody's guess. Although the report reads like a creation of an impish mind, I cannot discount the possibility that it was an orchestrated disinformation ploy designed to 'muddy the waters' during the time when the Kalahari incident was making big UFOlogical news.

Hypothetically, if something of significance did crash in the African desert, the release of a faked case like Carp - depending upon its exposure as such - might serve as a diversionary contaminant.

Whatever the ulterior purpose, the Carp report composed of two pages of text and two with poorly depicted photos showing a map and a hardly visible 'alien,' got attention among worldwide researchers. Walt Andrus of MUFON sent me a copy, his source unknown.

Following is a verbatim copy of the Carp report, minus the attachments, which are too murky for reproduction.

### **Anonymous Carp Report:**

'Canadian and American Security Agencies are engaged in a conspiracy of silence to withhold from the world the alien vessel seized in the swamps of Corkery Road, Carp, in 1989.

UFO sightings in the Ontario region had intensified in the 1980s, specifically around nuclear power generating stations. On November 4, 1989, at 20:00 hours, Canadian Defense Department radars picked up a globe-shaped object traveling at a phenomenal speed over Carp, Ontario. The UFO abruptly stopped and dropped like a stone.

Canadian and American Security Agencies were immediately notified of the landing. Monitoring satellites traced the movements of the aliens to a triangular area off Old Almonte and Corkery Roads.

The ship had landed in deep swamp near Corkery Road. Two AH-64 Apaches and a UH-60 Blackhawk headed for the area the following night. The helicopters carried full weapon loads. They were part of a covert American unit that specialized in the recovery of alien craft.

Flying low over Ontario pine trees, the Apache attack choppers soon spotted a glowing, blue, 20-metre-in-diameter sphere. As targeting lasers locked on, both gunships unleashed their full weapon loads of eight missiles each. All sixteen were exploded in proximity bursts ten metres downwind from the

ship.

The missiles were carrying VEXXON, a deadly neuroactive gas which kills on contact. Exposed to air, the gas breaks down quickly into inert components. Immediately after having completed their mission, the gunships turned around and headed back across the border.

Now the Blackhawk landed, as men exploded from its open doors. In seconds, the six-man strike team had entered the UFO through a seven metre hatchless, oval, portal. No resistance was encountered. At the controls, three dead crewmen were found.

With the ship captured, the United States Air Force, Pentagon and Office of Naval Intelligence were notified. Through the night, a special team of technicians had shut down and disassembled the sphere. Early the next morning, November 6, 1989, construction equipment and trucks were brought into the swamp. The UFO parts were transported to a secret facility in Kanata, Ontario.

As a cover story, the locals were informed that a road was being built through the swamp. No smokescreen was needed for the military activity as Canadian forces regularly train in the Carp region. Officially, nothing unusual was reported in the area. Although someone anonymously turned in a 35mm roll of film. It was received by the National Research Council of Canada, in Ottawa. The film contained several clear shots of an entity holding a light. At this time, the photographer is still unidentified.

The humanoids were packed in ice and sent to an isolation chamber at the University of Ottawa. CIA physiologists performed the autopsies. The three reptilian, fetus-headed beings, were listed as CLASS 1 NTE's (Non-Terrestrial Entities). Like others recovered in previous operations, they were muscular, grey-white skinned humanoids.

The ship was partially reassembled at the underground facility in Kanata. Unlike previous recoveries, this one is pure military. Built as a 'Starfighter,' it is heavily armed and armored. In design, no rivets, bolts, or welds were used in fastening, yet when reconstructed there are no seams. The UFO itself is made up of a matrixed dielectric magnesium alloy.

It is driven by pulsed electromagnetic fields generated by a cold fusion reactor. All offensive capabilities utilize independently targeting, electronic beam weapons. In the cargo hold were found ordnance racks containing fifty Soviet nuclear warheads. Their purpose was revealed by advanced tactical/combat computers located in the flight deck.

Threatened by recent East-West relations and the revolutionary movements within itself, Red China is preparing for the final ideological war. The aliens have agreed to defend China from the free world's combined military and nuclear forces.

At this time, China is arming the Middle East with their own nuclear arsenals in order that they can successfully take on Israel. Unifying the Arabs under one Chinese command was simple, especially with Israel's recent 'Iron Fist' attitude towards the occupied Arab territories.

The Soviet warheads found in the UFO were destined for Syria. CIA-operatives in the Middle East have noticed huge movements of Chinese 'technicians' and 'advisers.' China is also supplying the Arabs with bacteriological agents, Migs, Hind gunships, tanks, and missile launchers.

The use of 'Soviet' instead of 'Chinese' nukes is part of a disinformation campaign to break up East-West relations after the annihilation of Israel. The warheads were hijacked from Soviet submarines in the Dragon's Triangle, a section of alien-controlled Pacific once frequented by Russian subs. After losing some 900 high yield warheads and thirteen vessels, commanders were ordered to steer clear of the area.

The most important alien-technology find were the two millimetre, spheroid, brain implants. Surgically inserted through the nasal orifice, the individual can be fully monitored and controlled. The CIA and Canadian Government have actively supported mind-slave experiments for years. Currently, the University of Ottawa is involved in Extremely Low Frequency (ELF) wave mind control programs, a continuation of the CIA psychological warfare project known as MKULTRA, started at the Allen Memorial Institute in Montreal (Editor's Note: Allegedly a CIA-linked medical institute in Canada).

Using ELF signals transmitted at the same wavelength the human brain uses, the researchers could subliminally control the test project. The alien implants utilize the same principles, except that the whole unit is subminiaturized and contained in the brain. Fortunately, the implants can be detected by magnetic resolution scanning technology. All individuals implanted by the aliens are classified as ZOMBIES.

The ZOMBIES have been programmed to help overthrow Mankind in the near future. When China finishes with Israel, it will invade Europe. At the same time, Chinese space-based bacteriological weapons will be launched at the Artic (sic). The winds will carry the diseases into Russia and North America. In days, hundreds of millions will be dead; the survivors will have to deal with the Chinese, the aliens and the ZOMBIES.

The aliens want an all-out war so that human resistance would be minimal when they invade. They tried this same tactic once before with Nazi Germany. Most of the scientific advances we have today came from German science which was based on alien technology. Had Hitler won the war, the Earth would have become a concentration camp in order to depopulate the continents for the aliens.

Data aboard the sphere explained why the aliens are so comfortable on our world. They preceded man on the evolutionary scale by millions of years;

(they) created the dinosaurs. Some 65 million years ago, an interdimensional war destroyed most of their civilization and forced them to leave the Earth. Now, they have chosen to reclaim what was once theirs.

The alien forces with their Chinese and Arab allies will attack within the next five years. Waiting longer than that would make it impossible, even for the aliens, to reverse the ecological damage inflicted on the Earth by Man.'

**Leonard Stringfield:**

"The first evaluation of the crash, after a preliminary investigation, came from Clive Nadin of the Ottawa Centre of UFO Studies, dated July 17, 1990. The report in part follows:

**Clive Nadin, Ottawa Centre of UFO Studies, July 17, 1990:**

'In February of this year, a number of Canadian UFO investigators/researchers received a two-page letter from an anonymous source, along with two photocopies of an aerial photograph and an alleged photograph of an alien entity, copies of which are enclosed with this letter. It is worth noting that only a few investigators in Ontario and Quebec Provinces received copies of this letter from the author. No researchers further West received a copy, and *I believe the copy that Stanton Friedman received came from a copy made from an original.*

From reading the letter, it is obvious that the author has many biases, and there are hints of anti-Semitism. It appears as a very poor hoax from first inspection. However, from onsite investigations by myself and Ron Graham, three persons have been found near the location given on the aerial shot, that have reported strange lights seen during a weekend in November. In addition, these persons reported strange helicopter activity over this area either prior to, or just after, this light was seen.

The light was seen at 2000 hrs. one evening early in November (the date has not been confirmed as the 4th or 5th of November at this time), and the helicopters were seen at a time of 1700 to 1800 hrs., either before the light was seen, or the following day (this is still uncertain). The helicopters (up to six in number) were described as 'twin-rotor' type.

There are seven CH-47C Boeing-Vertol Chinooks currently in service with the Canadian Armed Forces, located in two bases in Canada - Ottawa and Edmonton. Ottawa is located a short flight distance from the 'crash' site. Chinooks frequently fly over this area as the Boeing maintenance facility is located West from Carp at Arnprior. The only other twin-rotored helicopter flown by the Canadian Forces is the CH-46 Sea Knight, which is used for SAR duties at bases on the East and West Canadian coasts; and I believe, they are all yellow in color.

An inspection of the area on foot did not locate any evidence of heavy equipment having been moved into this area, and discreet inquiries of locals confirmed this. Inquiries with the Canadian Department of National Defense (DND) has, so far, been unsuccessful, with my initial letter missing, and my second unanswered. No doubt, someone will suggest that this is indicative of a cover-up, but I'm sure that it is just due to incompetence on the part of the DND.

This investigation is on-going, and I hope to uncover further witnesses in the near future. I consider the likelihood of a crash/retrieval somewhat remote, but there are still a number of puzzling questions unanswered. What I am concentrating on at the moment are these reports of helicopters in the area around the time the light was seen.'

**Leonard Stringfield:** "Having heard nothing further from Nadin, I contacted researcher, Christian Page, President, O.C.I.P.E. (Organization de Compilation (sic) et D'Information Sur Les Phenomenes Etranges) in Quebec, Canada. I quote from his letter, May 30, 1991, as follows:

### Christian Page, O.C.I.P.E., May 30, 1991:

'On February 12, 1990, an anonymous letter was received at the address of the Centrale Ufologique de Quebec, a late UFOlogical association, of which I was a member. Beside a mistake in the spelling, which should read 'du Quebec' instead of 'de Quebec,' proves that the author of the document had a poor knowledge of the French language. Be that as it may, I was suspicious of the blurred pictures. I immediately informed a colleague, Chris Rutkowski, who - with the collaboration of Clive Nadin - was able to underline some irregularities in the Carp document. Following is an extract from the *Swamp Gas Journal* (Vol. 5, No. 1, April 1990), a newsletter published by the Canadian group, UFO Research of Manitoba, directed by Rutkowski.

*Swamp Gas Journal*, Vol. 5, No. 1, April 1990: 'The crash was alleged to have occurred just outside of Ottawa near the town of Carp. The crash supposedly took place on November 4, 1989, shortly after 8:00 PM (Ottawa time). The first indication that something is amiss is the comment that: 'Early the next morning, November 6 ...' Already there is some confusion about the date. Although it is said that a cover story about construction in the area was the reason for the heavy equipment, at least some inquiries of the local townspeople revealed that no one had heard of any construction there at all.'

'The writer is also obviously Canadian. He or she knows the area well enough to describe the Corkery Road swamp and pinpoint it on a map. The writer also knows about the 'underground facility' at Kanata, just close by which is basically a nuclear fallout bunker for politicians and military personnel. The word 'metre' is spelled in the Canadian format, unlike the American 'meter.' The University of Ottawa is identified as

a facility where clandestine CIA mind control experiments had been done in the past and which an official inquiry has determined did take place.

'The mystery writer also knows a fair bit about military weaponry, noting things like AH-64 Apache and UH-60 Blackhawks. Along the way, the writer mentions Berlitz's latest book, *Dragon's Triangle* (Editor's Note: Copyright 1989 by Charles Berlitz), alien brain implants and photographs in the possession of the NRC (National Research Council). At least one mistake in the text can be found: the writer interprets the process as 'magnetic resolution scanning,' instead of 'magnetic resonance scanning,' and this suggests that the writer just threw together these concepts to make it look like he or she was fully informed.

'The sections in the text which talk about China and the Middle East clearly show the writer's preoccupation with anti-Semitism and a variety of other biases. Continued references to Hitler and Naziism imply a Harbinson-like scenario, yet are mixed with other absurd ideas to make even this seem logical. There are several incomplete sentences and examples of bad structure in grammar and punctuation.

'The identity of the writer is still a mystery, although some UFOlogists may have their suspicions. Why the letter was written and sent in the first place is anybody's guess, although since it comes at a time when a number of other crash stories are circulating, this is not altogether unexpected.

'Investigations by Arthur Bray and others in the Ottawa area have found some witnesses who recalled seeing 'mystery helicopters' (twin rotor), flying and hovering over the exact spot mentioned in the letter. Clive Nadin has scouted the area and found no signs of heavy construction work, nor do residents of the area recall any such activity.

'An interesting further complication is the fact that there actually was a UFO report in NRC files from Carp in 1989. It came from a woman who was driving with her son along a road in the area when a brightly-lighted UFO flew over them and shone a light on them, causing 'radiation burns' on her son's arm. Unfortunately, the NRC person who took the call did not get enough information from the caller and attempts to check the story have been fruitless.'

**Part 23: *UFO Crash/Retrievals: The Inner Sanctum - Status Report VI***  
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*"(It was) a giant, dark-colored boomerang object of immense size hovering briefly over an over pass of nearby Sunrise Highway. It was slowly moving ... It was dark-colored, either black or dark grey, with no markings. As the craft passed overhead, (I) saw neither windows nor engine nacelles on the craft. Its surface was perfectly smooth. ... it was unusually quiet when the object drew near. There were no bird or insect noises."*

- James Fitzgerald, Gardner's State Park, Long Island, New York, September 4, 1989

**Leonard Stringfield:**

**'''THE MORICHES BAY 'RETRIEVAL'**

While the spotlight of the research community shines on the illustrious probes and detective work that brought the Roswell and Kecksburg cases to the forefront, another incident that happened on September 28, 1989, involved a mysterious 'retrieval-of-something' from the watery depths of Moriches Bay off Long Island, N. Y. Except for the local witnesses of the event in the Bay area to those beyond in New York State and New England, who were aware of a UFO flap during that time-frame, the major research groups gave it no more than a glancing interest. But, thanks to John Ford, head of the Long Island UFO Network, his probes into the retrieval events finally led to a full scale investigation.

The LIUFON report is long and tedious reading - evidence that it was a time-consuming and costly effort to get to the bottom of a series of undercover events in the Moriches Bay area. A UFO crash/retrieval? I cannot say, but the report is worthy of study. To me, it appears that LIUFON may have been subjected to the ploys of disinformation.

Len Stringfield's reprint of report from Long Island UFO Network (LIUFON), New York:

### **Long Island UFO Network (LIUFON), New York: INTRODUCTION**

'The Long Island UFO Network has publicly stated since October 1989, that a UFO incident occurred over Moriches Bay in the northwest quadrant of this shallow body of water on the South Shore of Long Island. Located adjacent to this Bay are the areas of Shirley, Mastic, Mastic Beach, Center Moriches, Moriches, East Moriches, South Hampton, Quogue and Smith's Point Beach. This body of water and its adjoining communities are also the highest areas of the UFO activity in Suffolk County.

'The Long Island UFO Network, Inc., and its staff have investigated this case for some 12 months. The Network has interviewed to date some 16 witnesses who have had either eyewitness knowledge of the actual sighting or related contributing information to this continuing investigation. These witnesses have either been personally interviewed at either their homes or by phone. Some have only briefly related their information to us and then declined further cooperation out of fear or government reprisals.

'It is the purpose of this paper to bring a concise report of The Long Island UFO Network's investigation to date so as to better inform the membership and public as to the findings surrounding this event. Based on the accumulated circumstantial evidence, we maintain that the United States Government, through the actions of the armed forces and the intelligence services, intercepted and retrieved an alien spacecraft from the waters of Moriches Bay on September 28, 1989. This action was a carefully planned and executed operation that was meticulously formulated some six months in advance.

### **THE CONNECTICUT SIGHTINGS**

'At 7:10 p.m. (Eastern) on the night of September 28, 1989, a young aerospace engineer in Torrington reported to noted UFO investigator, Philip Imbrogno, that he had observed a half-circle of very bright lights in the distance. Observing them from his home, he studied them through binoculars and determined that the object and its light were at an altitude of at least fifteen hundred feet at a distance of at least a mile and a half away. He stated that the object was hovering and that he observed it for at least several minutes. He saw the object eventually move, heading towards the North.

'Some thirty miles to the North in and around Torrington, motorists on Interstate 91 reported seeing a dark mass at low altitude composed of six to eight very bright amber lights slowly moving above them. These witnesses reported to Philip Imbrogno that the object was silent and blended into the night sky. They also stated that it was huge and larger than a football field in size. This is based on the testimony of witnesses who stated that the object was able to blot out the night sky

as it passed over the highway. It so startled them that they had to pull their cars over to watch it pass.

'Later, there were reports that the object was seen in and around Hartford and West Hartford between 7:50 PM and 8:00 PM. Again, witnesses described an object composed of six to eight very large, bright amber lights.

'Later, at Hartford's International Airport, around 8:10 PM, airport workers observed a large boomerang object hovering above an unused tarmac at the airport that night. They watched as it lowered five alien creatures in a blue beam of light onto the ground. It is reported that they gave chase to one of the creatures and watched as it was lifted upwards into the object by another blue beam of light. Later that night, they are instructed by F.A.A. officials to keep silent about the incident. Several weeks later, a confidential source gave the information to Phil Imbrogno on the provision that his identity was never to be revealed. The object was described as a large boomerang, greater in size than a football field. It also had six large amber lights.

'At 8:05 PM, it was reported at Merrington. At 8:15 PM, in Trumbul, Milford and Easton. At 8:25 PM in Bridgeport, it was reportedly seen by motorists heading on a North-East course heading in the direction of Long Island. Heading on a South-easterly course, it would be in the area of eastern Long Island in a matter of minutes.

'With all these sightings in Connecticut, the news media paid scant notice to the many incidents. In all, Philip Imbrogno stated that he talked to some thirty-three witnesses. The description was the same in all cases. A very large object composed of six to eight large amber lights of tremendous magnitude was the common description.

'In October of 1989, John Ford told Phil Imbrogno of the incident on Long Island. In the course of conversation, it was agreed by Imbrogno and Ford not to publicly mention the airport incident or the type of object involved. This was to be kept a secret to serve as a litmus test in order to use its exact description as a yardstick to judge any witness or government statement concerning the sightings on Long Island as valid. Only a handful in LIUFON knew that the shape of the object was a triangular or boomerang type of object. It served its purpose well.

### **IN THE BEGINNING**

'The date was September 4, 1989. It was twenty-four days before the Moriches Bay incident occurred. John Fitzgerald and his son, Patrick, live in Bayshore. This was Labor Day, the last day of summer vacation before school began for 15-year-old Patrick. His father, John, decided that he and Patrick along with his two younger brothers, ages 9 and 11, should go jogging this day. They decided that Gardner's State Park would be the ideal place for an afternoon run. Piling the boys into the family station wagon, John drove the kids over to the nature trail in the park.

'It was about 12:04 PM when John and Patrick were on the trail. John stated that he had no reason as to why he should have looked behind him when he observed the

object. Patrick states that he turned to look as to where his two younger brothers were on the trail.

'John related to LIUFON investigators that he believes what he saw came in from the northwest heading southeast. He saw a giant, dark-colored boomerang object of immense size hovering briefly over an over pass of nearby Sunrise Highway. It was slowly moving towards them, gliding as he would say, not actually flying like a plane. He also had the impression that the object was floating since it bobbed up and down slightly. It was dark-colored, either black or dark grey, with no markings. As the craft passed overhead, he saw neither windows nor engine nacelles on the craft. Its surface was perfectly smooth. He also noticed that it was unusually quiet when the object drew near. There were no bird or insect noises. He estimated that the sighting was about one minute.

'Patrick, when interviewed by LIUFON investigators, related that he looked up to look for his brothers who were some distance behind them. As he looked, he saw what appeared to be a large boomerang object directly above them. It was dark colored, maybe black. It was smooth surfaced with no markings or windows. It was absolutely silent. He noticed that all the normal sounds of bird and insect activity had ceased which was exactly what his father had reported in his statement to LIUFON.

'The object then passed over them and disappeared. The father later recounted that he thought he saw a copy of the old YB-49 (Flying Wing), which was developed in the forties and fifties. This was an impossibility, since that aircraft was terminated in its development in the early fifties. It was, however, the best description he could give of what it reminded him of. His son, Patrick, a military scale model enthusiast, described it as possibly being the B-1 (Stealth Bomber) aircraft. Both he and his father lacked any real in-depth knowledge of the UFO phenomenon and decided that what they saw was a test flight of the B-1 Bomber. It was not until the fall of 1990 that they decided to contact LIUFON and make a report, especially when they read about the Moriches Bay case in local papers.

[Editor's Note: The B-1 bomber was never tested officially over Long Island, New York. It was produced by Rockwell in Palmdale, California, and tested mostly at Edwards AFB, California. Boeing writes about North American aviation history: "The B-1 Lancer is a swing-wing bomber intended for high-speed, low-altitude penetration missions. By the end of 1977, three B-1As had made 118 flights with more than 21 hours at supersonic speeds. The next version was the B-1B. It first flew Oct. 18, 1984, could operate at 60,000 feet and had a range of more than 7,000 miles.



B-1 Bomber, first flight was Dec. 23, 1974. Image courtesy of USAF and Boeing.

"Initial delivery to the Strategic Air Command took place in June 1985, at Dyess AFB, Texas. On Oct. 1, 1986, the B-1B achieved Initial Operational Capability and B-1Bs were based at Dyess AFB, Texas; Ellsworth AFB, South Dakota; McConnell AFB, Kansas; Robins AFB, Georgia; and Mountain Home AFB, Idaho. The first combat use of the B-1B was in December 1998 during operation Desert Fox, where the aircraft penetrated Iraqi air defenses to destroy Republican Guard barracks."



B-2 Bomber, first public flight was 1993. Image courtesy of USAF and Northrup Grumman.

About the B-2 bomber, manufacturer Northrup Grumman says: "21 B-2s were delivered to Whiteman Air Force Base in Missouri, the first in December 1993." Where the B-2 Bomber was test flown is unknown.]

**LIUFON Report continues:** 'The significance of this case will be more apparent as the reader of this special report continues to read on. The scientist from Brookhaven Laboratory, in his two meetings with John Ford, reported that the government was tracking this object since it had been reported in various areas of the metropolitan area. The scientist met with Ford in April and July of 1990. This case was reported and investigated in November of 1990. There was no way he could have known of the existence of this case, since LIUFON had not published this report until the November issue of the Long Island UFO Update. It was not public knowledge.'

'The added significance of this sighting only serves to establish the fact that the scientist was right. There were sightings of large boomerang objects weeks before the Moriches Bay incident.

### **SUNDAY, SEPTEMBER 24, 1989: MORICHES BAY, LONG ISLAND**

'Martha and Bruce Richardson are LIUFON investigators. As a husband and wife team, they are perhaps the best set of investigators in LIUFON. They are also avid boaters.

'They own a small cabin cruiser which is moored in the Moriches Bay Yacht Club basin during boating season. On this particular day, they decided to spend the warm September Sunday out on their boat.

'About 2:00 p.m. in the afternoon, Bruce noticed a group of at least five military helicopters in flight from the East. They were Army Huey helicopters which were painted dark green.

'As they roared in over the Bay, they formed a single line formation and began to fly a counter-clockwise flight rotation around the Bay and over the Dune area of Smith's Point Beach. This lasted for at least one hour before they left the area on a westerly heading. Both Martha and Bruce felt that this was some sort of training exercise, but for what purpose?

### **SMITH'S POINT BEACH, AUGUST 1989**

'The government of Suffolk County, New York, through the office of County Executive Halpern, announced in late August of that year the early closing of Smith's Point Beach County Campgrounds immediately after Labor Day in 1989. The announced reason for the early closing, the first in over 18 years, was due to the continuing budgetary crisis in the county government. There was not enough money to pay for keeping the campgrounds open past Labor Day. Usually, the practice has been to keep the campgrounds open until late October.

'As a result, there was a hue and a cry from Suffolk campers. *Newsday*, along with local papers ran articles about the crisis. Channels 12 and 55 gave top coverage to this unfortunate chain of events.

'On the night of September 28, 1989, there would be no campers in the campgrounds to observe the alleged UFO event. There would, however, be isolated surf fishers who would see something and later talk to LIUFON.

'During the fall of 1990, the campgrounds were kept open past Labor Day well into late October as was the usual practice.

### **THE WEST HAMPTON AIR NATIONAL GUARD FACILITY**

'The news media in the metropolitan area ran major stories about the training program. The New York Daily News, The New York Post, The New York Times

and Newsday ran major articles about the unique training that the New York State Air National Guard/Sea Rescue Unit at West Hampton was performing.

'Channels 2, 4, 7, 9, 11, 12, and 55 gave coverage to this major honor on the eve of the resumption of the nation's Space Shuttle flights. It even showed the Air Guard training by jumping out of planes into the ocean off the South shore for the proposed event. It was major news for Long Island. It was part of the nation's space program again.

'It seems that Long Island's own was training to recover a spaceship from outside the Earth's atmosphere in case it ditched off the East coast upon takeoff or re-entry. A major contract was awarded by NASA to the guard unit to perform the function of rescuing the crew in case it went down off the East coast.

### **CENTER MORICHES, LONG ISLAND, NEW YORK**

'Residents in Center Moriches, who were questioned about the UFO incident in a twelve-block radius from the shoreline of Moriches Bay, reported to LIUFON tales of strange phenomena and unusual military activity.

'Many residents reported that summer periodic outages of their cable TV system and electric power from the Long Island Power Company. No satisfactory explanation was given by either company to subscribers.

'Some residents reported that on the night of the incident that they saw strange lights over the Bay which they thought were parachute flares dropped by the Air Force.

'It was not odd for the residents to say this since many of them were used to the constant army and air force training drills that summer which had been conducted much to the annoyance of the residents over Moriches Bay. Many took it to be the Air Guard training for the space shuttle missions which were to commence that fall.

### **RICHARD STOUT**

'Richard Stout is the co-founder of the Long Island UFO Network, Inc. He lives in Center Moriches, some twelve blocks from the Bay. When he and John Ford established the organization in April 1988, they spent thousands of dollars purchasing photographic and video equipment for the purpose of photographing UFOs. Mr. Stout, alone, spent some \$5,000 on extreme low-light sensitive photographic equipment, along with professional quality 35mm cameras and telephoto lenses.

'In early September of that year, Mr. Stout's home was burglarized and all his photographic and video equipment were taken. A considerable amount of jewelry was also taken from the home. The other homes were also hit in the neighborhood that day by a young man driving an old Pontiac sedan. The police have never caught him.

'On the night of the incident, both Ford and Stout were some twelve blocks away at the Stout residence near the Bay. The two did not proceed to the Bay area to investigate since the cameras belonging to Stout had been stolen.

### **KINGS PARK, LONG ISLAND, 5:30 PM, SEPTEMBER 28, 1989**

'Mrs. Mary McLaughlin is a young housewife with two young boys. She and her husband live in the Kings Park section of Suffolk County, Long Island. Located on the North Shore of Long Island, Kings Park is a quiet middle class residential section of Suffolk County.

'That afternoon, Mary had the two boys home from school. They were in the back of the house watching TV in the den. Mary was cleaning the house while dinner was cooking on the kitchen stove. Mary's routine was broken when she responded to the boys' calls to hurry to the den's rear window.

'One of the boys had observed during the afternoon television session two large objects to the North from their house. He brought it to the attention of his younger brother who in turn watched them with his older brother. In bewilderment, they called for their mother to join them.

'Upon entering the room, Mary observed the two objects from the rear window. What they were, baffled her. There, at a distance of perhaps a mile and a half, were two large, triangular objects hovering in the sky. They were motionless, made no sound. She saw no windows, engines, wings or lights on the objects. Their surfaces were smooth and jet black. One of the objects was to the West while the other was in the East. The distance between the two was about a mile. In an instant, one object in the East, moved and joined the westerly object. It had moved up at an angle of 45 degrees and covered the distance in a second.

'In October 1990, her husband contacted us. Mary was afraid to talk to LIUFON for fear of ridicule. Instead, her husband John called in the report.

'The estimated size of the objects as seen from their house on Patiky Street in Kings Park was equal to that of an airliner seen at that distance. The objects were of equal dimensions. Both John and Mary are certain it was September 28, 1989, as the date of the occurrence.

'If correct, this sighting has changed the scope of the entire Moriches Bay incident's investigation. It places two large, triangular objects along the North Shore of Long Island about two hours before being seen throughout Connecticut. The aerial performance was beyond the capabilities of known aircraft.

### **EAST MORICHES COAST GUARD STATION**

'Beginning about six o'clock on the evening of September 28, 1989, witnesses who live near the East Moriches Coast Station in East Moriches, Long Island, reported unusual activity at the Coast Guard Base. Information supplied to LIUFON investigators indicate that a heavy influx of both military vehicles and civilian cars were seen along the entrance road to the Base compound.

'Many of the vehicles were left parked along the shoulder of the road when the base parking lot became filled. The vehicles remained there until late in the night.

'Information indicates that a military road block was imposed on the entrance road to the base to keep all civilian traffic from entering the area. If this information is true, a major military activity was underway that night.

#### **SHOREHAM, LONG ISLAND'S NORTH SHORE, 8:00 PM, 9/28/91**

'Mona Rowe was driving home from an amateur orchestra rehearsal in Shoreham. She was on Route 25 heading West-bound to her home in Setauket. She observed to the North a formation of large amber lights in the sky. She paid no particular attention to them since she thought that they were either aircraft lights or flares. The lights just remained motionless in the sky.

'It was not until the month of April 1990 that she was contacted by Cheryl Clark of *The News Review* which is published in Riverhead, Long Island. The purpose was to confirm the involvement of Brookhaven Laboratories in the Moriches Bay incident. This was due to the story reportedly told by John Ford to a packed audience at Riverhead Library about the incident at a lecture on April 24, 1990.

'It was not until that time when she spoke to Miss Clark did Mrs. Rowe make the connection of the lights to the Moriches Bay incident. In her official capacity as a public relations official for Brookhaven Laboratories, she answered questions about the allegations made by Ford.

'Mrs. Rowe also witnessed the Moriches Bay object in its flight over Long Island's night-time sky. Mrs. Rowe was quoted in the April 26, 1990, edition of *The News Review*'s story about the Moriches Bay incident.

#### **CALVERTON, LONG ISLAND, 8:00 PM, 9/28/89**

'Mrs. P. G. and her fifteen-year-old son were on their way home from Hicksville on the night of September 28, 1989. P. G. had gone into Hicksville to pick up her teenage son who had spent the day with relatives in the area. They were on the Long Island Expressway, in the area of Calverton, Long Island, a very rural area of the Island with some farmland and woods.

'They were eastbound towards their home in Riverhead when Mrs. P. G. noticed six large, bright amber lights over a field in the southeast from the expressway. The lights she first thought were similar to headlights, but were very large.

'It wasn't until she and her son got closer that she noticed the lights belonged to a very large triangular object. It was silhouetted against the night sky and appeared to be at least twice the size of a football field. The surface of the object appeared to be of a very dark texture, but the surrounding light from the area illuminated it sufficiently to give an outline of the object. She and her son were under the impression that it was something flown out of the Grumman Test Facility in Calverton a few miles away.

'P. G. and her son continued on their way to Riverhead. It wasn't until after the April 1989 Riverhead Library talk given by LIUFON that she gave a brief report to John Ford. She refused to submit a sighting report, but gave a drawing of the object to Ford along with a brief summary of the sighting. She also positively identified the photographs of the Moriches Bay object as being the same thing she saw over Calverton that night.

'P. G.'s identity is known to LIUFON. She lives in the Riverhead area of Long Island and is a New York State Civil Service employee. A reluctant witness, her sighting is taken seriously and places at least one of the objects in the Calverton area at least one hour before the incident over Moriches Bay.

**SOUTHHAMPTON COLLEGE, 8:00-8:30 PM, 9/28/89**

'Susan G. is a reluctant witness. Her cooperation has been limited in this investigation. She did talk to LIUFON twice this year over the phone concerning her involvement in this incident.

'Susan states that she was driving home with her young daughter from Water Mill where she had been performing in a children's dance recital that evening. She was driving home a little after 8:00 PM on North Highway in Southampton. She was heading West when she saw about a mile before Southampton College a half circle of six to eight very large amber lights hovering over the highway. The lights were as intense as stadium lights. She could not see a structure behind the lights, but saw a dark mass and assumed that the lights were attached to it since they moved together.

'She stopped the car and swung it around to follow the object and learn what it was. It was South of her position and was very high in the sky. She estimated it at least 500 feet minimum altitude. The size of the thing she estimated to be at least 500 to 1,000 feet across. She, her husband and children live on a one acre lot in Southampton and the object's size was greater than the width of her home plot.

'Pursuing the eastbound object, she reached the intersection of Tuccohoe Lane where she turned South and followed it to the shoreline. As she neared the end of Tuccohoe Lane near the water, the lights of the object turned off and whatever it was blended away into the night sky. It was gone.

'Susan related that the object blended in with the night sky and was totally silent with no engine sounds discernible. Susan reported the lights were unnaturally bright and lit up the night sky.

'Her sighting is important since what she saw was one of the two objects involved in the incident. It also places one of the objects off the coastline of the Southampton and West Southampton area where later an intense military air-sea rescue operation would be undertaken which was confirmed by government documents and eyewitnesses."

## **Part 24: UFO Crash/Retrievals: The Inner Sanctum - Status Report VI**

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*"The airspace over Moriches Bay was closed to all civilian traffic and the D.E.A. agents were under orders to return to Manhattan. As the pilot pressed for an explanation, he was told that if they attempted to enter the area, the U. S. Air Force would prevent them. ...It took some high authority to prevent the D.E.A. from completing its mission and to ground the police rescue helicopter."*

- Confidential Sources, Long Island, New York, Alleged 1989 UFO Crash Retrieval

### **Long Island UFO Network (LIUFON), New York:**

#### **'EXIT 61, SUNRISE HIGHWAY, 8:15 PM, 9/28/89'**

'Dr. John Sykes is a dentist who lives in Quogue and practices in Babylon, Long Island. He reported this incident to LIUFON in April of 1991. He states that at 8:15 PM that night, he was traveling home on Sunrise near Exit 61 to egress for the Eastport Road.

He noticed to the South, some three miles away, a very bright amber light hovering in the sky. He first thought that it was a parachute flare, since the Air Guard was practicing for the shuttle landings.

John continued his drive, now leaving Sunrise Highway, heading for the cut-off for the Eastport Road. He could still see the light in his rearview mirror. It was at least two minutes since he first saw the light and if it was a parachute flare, it was not dropping down from its high position in the sky. He began to wonder what it was,

since there had been strong winds on his ride home from work. If it was a flare, it would have been blown all over the place. It was also unusually bright for a flare and it was the wrong color for a phosphorous flare. They are usually white for any type of air-sea rescue operation.

John had experience in these things, since his Korean and Viet Nam War service in the Marines taught him what flares looked like. This was strange, and in his opinion, it was not a flare.

If John is correct, then this places one of the objects near Moriches Bay at 8:15 PM, near the time-frame when the Petersons reported the incident over Moriches Bay.



Moriches Bay and surrounding communities on Long Island, New York, south of Brookhaven National Laboratory. Quogue is south of the Westhampton Air Guard facility.

### THE INCIDENT

Paul Peterson was watching television in his living room. The time was around 8:45 PM on the night of September 28, 1989. At that time, Paul reported that he observed through the glass panes of his Florida doors, strange amber lights over Moriches Bay. First one, then two, then three, then four, five and six amber lights appeared to the South of his home on Union Avenue in Center Moriches, L. I. They were appearing in sequence. The lights were unusually, unnaturally brilliant, illuminating the night sky. In addition, he heard what sounded like very large military helicopters passing over his home and the surrounding neighborhood. As they neared, he saw dark green Sikorsky helicopters. They were low over the trees turning to circle out over the Bay in the direction of the lights.

Determined to record the transpiring events, Paul got his Panasonic three lux video camera, turned it on and observed that there was no image of the lights in his view finder. He checked the camera again and observed that the power was on. He quickly went inside the house and checked the camera against the illuminated interior of the living room and observed an image of his living room lamp. The camera was indeed working.

Taking the video cassette out, it was quickly put into the home VCR. A rather quick review of the recording indicated that the lights had not been picked up by

the camera even though the audio had recorded the helicopters' engine noise.

He called for his son, Robert, who was upstairs, to join the family on the deck while he looked for his wife's instamatic camera. With camera and a spare roll of film, he returned to the deck and asked his son to go with him down the street to the Union Ave. Town Dock. Taking the boy with him, the family's pickup truck would have them there in minutes.

Parking his truck at Union Ave. Dock, Paul and Robert Peterson arrived at the scene to observe, some three hundred yards off the shore, a pair of very bright amber lights about 50-100 feet above the water. The lights were going on in sequence. First one light, then two, three and so on until there were six amber lights.

From an extensive interview done on October 7, 1989, both Paul and his son related to LIUFON investigators the entire episodes of what occurred there over the bay.

- 1) They arrived at the dock between 9:00 and 9:15 PM.
- 2) The film in the Kodak disc instamatic they had was non-low light sensitive. The only major sources of light the pictures taken were the amber lights of the craft and the searchlight of a helicopter. The street and house lights of the adjoining communities around the Bay did not register on the film even though from various angles, the camera should have at least registered some house lights on the film. The film was 200 ASA Kodak disc, which is useless under such conditions even with the aid of the flash attachment.
- 3) The lights would appear high in the sky, then remain on and then shut off. Then they would reappear close to the surface and reappear in sequence. The photographs attest to this fact.
- 4) Paul and Robert Peterson both stated that when they arrived at the scene, and until the time they left, the object was continually surrounded by four to possibly six Air Force and police helicopters. This lasted the entire time that they were down there on the dock.
- 5) Both Paul and Robert described the helicopter operation as a counter-clockwise flight rotation around the area of Moriches Bay. The helicopters would fly over Smith's Point Beach and the Dune Preserve taking them right over the Smith's Point Beach Camp Grounds. They would then swing East above the Dunes towards the mouth of Moriches Inlet where they would swoop low over by the West Hampton side turning on their searchlights to illuminate a very bright, blue-white pulsating light that illuminated the dunes and lit up the sky. The aircraft would then come around giving a wide sweep to the object and begin their rotation again around the Bay. This lasted the entire time that the object was in the Peterson's view over the Bay.
- 6) One of the helicopters was definitely identified by Paul Peterson as a Suffolk County police helicopter. The others were large Sikorsky SH-55s used by the Air

Force.

7) Paul and Robert related to LIUFON investigators that they saw an intense blue-white light at the mouth of Moriches Inlet on the West Hampton Beachside that lit up the night sky and the Dune Preserve. This is the light that the helicopters paid special interest to.

8) At one point, the lights of the object became so intense that both Paul and his son were blinded by the light. They had to squint in order to look at the object.

9) Both stated that they could not discern a shape or structure behind the lights. They at first thought from the beginning that they might be looking at a series of independent objects because of the lack of a definitive structure.

10) During the course of their stay which lasted somewhere from an hour and a half to possibly two hours, both father and son took some thirty pictures of the object. They used up two full Kodak discs.

11) Both stated in their interviews that the Bay was rocked by intense wind gusts that night of between 25 and 30 mph.

12) Paul Peterson, who is a former Viet Nam era Airborne Ranger and has seen combat, stated the lights were not parachute flares.

13) During the entire incident, both father and son stated that they were terrified at the spectacle they observed.

14) The Petersons stated that they saw no fixed wing aircraft operating over the Northwest section of the Bay the entire night. They observed only helicopters.

The Petersons stayed at the dock until roughly a little before 11:00 PM when they observed the object head out towards the East in the company of its helicopter escort.

Paul stated that from about 11:15 PM on, it was all quiet. The lights were gone and so were the helicopters. Then, about 11:25 PM, he saw the lights again over the Bay and heard the helicopters again. He stood out on his deck and saw that the activity had resumed over the Bay. He did not return to Union Ave. Dock again.

This new activity lasted from about 11:15 PM for some twenty to twenty-five minutes up until 11:45 PM or 12:00 AM when suddenly everything stopped and it was all quiet.

On October 4, 1989, Christine contacted the LIUFON hotline number to report the incident. The family was, as stated before, interviewed on October 7, 1989, by LIUFON investigators.

There are several additional points that surfaced during LIUFON's investigation with the Petersons over the last two years.

- a) The Petersons did not see the object go down or the recovery of it.
- b) They did not see any brush fires in the Dunes (later this became very significant.)
- c) They did not see any boats or ships in the Bay that night.
- d) During the sighting, neither father nor son stated that they heard any insect or animal sounds down by the shore. It was unusually silent.
- e) The Petersons stated that there were some fishermen at the Dock who were leaving when they arrived.

If it were not for the unusually unselfish cooperation by the Petersons, this case might not have been brought to the attention of LIUFON.

**THE OLIVIERI FAMILY, SENEX CANAL, CENTER MORICHES, 9:00 PM**  
**9/28/89**

Unbeknownst to the Petersons, there were indeed other witnesses who observed the incident that night. The two families have never met and probably never will. There is no way that they could have collaborated with the Petersons to produce a hoax.

There were indeed three other very cooperative witnesses to this event. They were the Olivieri family who live along the Senex Canal in Center Moriches.

It began when Carol Olivieri was watching TV in her bedroom around 9:00 PM on the night of September 28, 1989. She has a small atrium built onto the back of her bedroom with large glass panels to let in the sun for her many household plants.

She noticed at first two, then three, large amber lights that illuminated the night sky about a mile away over Moriches Bay. She also heard the noise of large helicopters over their neighborhood. She then went into the living room on the other side of the house and called for her husband, Frank, to join her on the deck in the rear of the house.

For an hour, Frank and Carol reported they saw a formation of three to five very large tremendously bright amber lights one mile distant over Moriches Bay., The lights would first appear high in the sky and then would slowly descend below the trees surrounding Moriches Bay's shoreline. The process after a minute or two would repeat itself. In addition, they saw two or three Air Force helicopters flying past the lights when they would appear high in the sky. the lights were about the size of a house and lit up the night sky turning it into daylight.

About 10:00 PM, their daughter, Jane, arrived home from a date. She went to the back to watch with her parents. Jane added that the lights were so bright that she could see the Air Force markings on the side of the helicopters as they flew past.

Frank, Carol and Jane all agree that the activity lasted until 11:00 PM, when all of a sudden, the lights descended for a last time. Then at 11:05 PM, a much smaller bunch of lights appeared above the trees which appeared to be parachute flares. They could see smoke and parachutes. the lights were both significantly smaller and less brilliant.

Frank Oliveiri was a WWII Navy Armed Merchant Guardsman who had three merchant ships torpedoed out from under him. He stated from his experience in WWII that the lights were not parachute flares, but something totally different. The last string of lights at 11:05 PM were definitely flares and he feels they were dropped by the Air Force, either because they were looking for something or they wanted the populace to think the other lights were flares, too.

All agree that the activity stopped at 11:05 PM. After that, there were no more lights or helicopters.

#### **BOX TREE ROAD, EAST QUOGUE, N. Y. 9:30-9:45 PM, 9/28/89**

This incident involved Kathy O'Donnelly and her husband, Kevin. It occurred while Paul Peterson was taking his photographs and the Olivieris were watching the lights in the sky.

Kathy works in Medford, L. I., as a secretary for a real estate and insurance office whose office hours that night were until 9:00 PM. Kathy left work and proceeded home by way of Sunrise Highway to Exit 64 South. The trip usually took her between 30-45 minutes.

As Kathy exited Sunrise onto Lewis Road, she noticed a formation of six to eight very bright amber lights at a high altitude above and behind her car. They were dropping quickly to tree top level and were following her car as she drove along Lewis Road. The light from the amber lights lit up the sky and it filled her car's interior. She became very frightened.

Turning off from Lewis Road, she made a left turn onto her home street of Box Tree Road. Kathy beeped her horn to alert her waiting husband, Kevin, as she entered the driveway. Kathy turned and looked across the street. There above the potato farm, which is across from her home, she noticed the large amber lights hovering at tree top level above the field. The night sky was turned to daylight.

Just then, Kevin and a friend (who remains unidentified and refused to talk to us) came out the front door. They had been inside watching TV and upon hearing Kathy's horn and car, went outside to investigate. They were further alarmed when they saw the bright amber lights across the street fill the darkened living room with light.

Once outside, they joined Kathy and watched the bright lights after a minute slowly lift up and move very slowly over the trees. Kathy and Kevin later stated that they could not see a structure behind the lights, but had a feeling that the lights were definitely attached to something and it was huge. It was also totally silent and made no noise.

The field across the street is ten acres in size. Both Kathy and Kevin agree that the lights filled the area above the field from one end to the other.

On February 4, 1990, Kevin and Kathy were interviewed by John Ford and Kelly Freeman. At the interview session, the O'Donnells both identified a display

sequence of twelve photographs of the Moriches Bay pictures as the object they both saw that night. This report places one of the two objects in the Quogue area. It also places one of the objects near the West Hampton Air Guard facility that night.

**THE DRUG ENFORCEMENT ADMINISTRATION,**  
**NASSAU-SUFFOLK COUNTY LINE, 9:00 PM, 9/28/89**

This information comes from two confidential sources. The disclosure of their identities would jeopardize their employment. LIUFON has agreed not to disclose who, how or by what means, this information came into our possession, but will state for the record that it is factual. One person overheard the radio transmissions and the other person was involved in logging in the flight plans with the F.A.A.

That night, the West Hampton Air Guard facility alerted the Drug Enforcement Administration offices in Manhattan to the effect that they had a large unidentified aircraft on their scope over Moriches Bay. Fearing an unregistered flight to be a drug smuggling operation, they requested the D. E. A. to launch an intercept team of agents from Manhattan to investigate the incident.

A heavily armed team of agents were dispatched by helicopter from Manhattan with the directive to bring the suspicious aircraft into Brookhaven Town Airport in Shirley for inspection. As the helicopter was over the Nassau-Suffolk County border at 9:00 PM, the pilot was informed that the DEA's authority to operate over Moriches Bay had been suspended due to an on-going Air Force operation. The airspace over Moriches Bay was closed to all civilian traffic and the D.E.A. agents were under orders to return to Manhattan. As the pilot pressed for an explanation, he was told that if they attempted to enter the area, the U. S. Air Force would prevent them. The helicopter and the agents turned back towards Manhattan.

The one helicopter that the Suffolk County Police had over the Bay that night, which is supported by flight logs released to LIUFON by the Suffolk Police, had to land at Islip Airport that night. Its purpose was to refuel. The time of the landing was 9:05 PM. It was ordered to remain on the ground and await further orders if it was needed. It did not take off again that night. It took some high authority to prevent the D.E.A. from completing its mission and to ground the police rescue helicopter.

**FRANK D., QUOGUE, 12:00 AM, 9/28-29/89**

Frank D. lives in Quogue near the shoreline of Moriches Bay. He is a New York State Court Officer employed in Nassau County District Court.

He stated to LIUFON investigators that he was down by the shoreline of Moriches Bay the night of the occurrence. He had driven down there in response to the many parachute flares he observed being dropped out over the ocean by helicopters and C-1`30 aircraft.

As he stood near the water that night, he had a clear view some several miles away towards the area of the mouth of Moriches Inlet. He observed an Air Force C-130 come in over the Bay and drop a string of parachutists into the water.

In the documents released by the Air Guard and the Coast Guard, no mention is made of the dropping of paramedics into the waters of Moriches Bay that night. The question is asked why was this omitted?

### **THE FISHERMEN IN THE DUNES, 6:00-9:00 PM, 9/28/89**

Larry S. lives in Shirley, L. I. and is in the construction trades of the Island's expanding business and residential areas. He is also an avid sports fisherman. The night of the occurrence, he was fishing in the Dunes at the mouth of Moriches Bay.

Larry, his son and an unidentified friend were in the Dunes that night to surf cast fish on the seaward side of the Dunes. They arrived in the area at 8:00 PM that night. They could see from the Smith's Point Beach Bridge (all the) helicopter and aircraft activity to the East of the Inlet.

They were positioned so that they would fish the seaward side of the Dunes. The winds were extremely brisk that night, gusting upwards to 30 mph making it very hard to fish the seaward side. Later on, they moved to the Bay side of the Dunes. They had arrived at the location at 8:00 PM and would leave at roughly 11:00 PM. This is what they reported:

- 1) The first time they saw any aircraft was at 8:00 PM.
- 2) They reported that a Coast Guard helicopter landed at the mouth of Moriches Bay at 8:00 PM to assist a stranded boat whose engine had failed. The boat is owned by one Frank De Julio of Mastic Beach. After helping the stranded boat, the Coast Guard helicopter inquired if anyone had seen anything of a sinking boat in the area. With no affirmative reply, the crew boarded the helicopter and took off.
- 3) There were only two cursory helicopter passes over Moriches Bay as far as he remembers that night.
- 4) The bulk of the activity was to the East towards the direction of the West Hampton Beach side of the Inlet. This was in the direction of Dune Road.
- 5) He observed that there was a C-130 dropping flares in the area of West Hampton from 8:00 PM to at least 11:00 PM that night. He estimated that at least forty to fifty parachute flares were dropped by the C-130 during his stay in the Dunes. There was some helicopter activity in the area simultaneously with the aircraft. He observed that a couple of the helicopters did shine their searchlights over the Dunes in that area.
- 6) Larry stated that he saw no lights or helicopter activity in the area of the Bay near Smith's Point Beach Bridge or the Park.
- 7) He stated that he did not notice any C-130s over the Bay at all that night. This would contradict official statements made by the Coast Guard and the Air Force.
- 8) He stated that he did see amber lights towards the Northwest of the Bay. He saw

helicopter activity in that area all night long and that he was under the impression that the lights were parachute flares because they would first appear high in the sky and then drop down low; then, suddenly appear again resuming the entire process.

9) Larry stated that as far as he can remember, there were no military personnel in the Dunes that night. He did not see any military vehicles in the parking lot, the campgrounds or on the roads leading into the beach. He did not see any Ford vans in the area of the mouth of the Inlet.

10) He did not see any blue-white pulsating light in the Dunes that night.

11) He noted that at 9:00 PM, one helicopter dropped flares into the mouth of the Inlet. This was the only time he saw flares dropped in his vicinity.

12) The color of all flares dropped to the east that night were white phosphorous. They were of the parachute type only.

13) He noticed a black coastal type racing boat in the area of the Inlet about 9:00 PM that night with no running lights. He estimated the boat to have been doing close to 80 mph.

14) He noticed no fires in the Dunes nor fire engines nor fire personnel during the evening.

15) They had a CB with them and noticed no unusual radio communications on the channel they were monitoring.

16) They had no portable scanner with them and, therefore, could not monitor Coast Guard or police frequencies.

17) As they left the area, they crossed the Smith's Point Beach Bridge about 11:05 or 11:10 PM. They saw a helicopter to the Northwest drop a string of parachute flares near the Senex Canal area.

18) Larry was more interested in the fishing than in what was going on and paying more attention to the Activity to the East than to the Northwest.

Larry is convinced that what he saw was a major federal activity to launch a major drug bust. This was because of the blacked out racing boat he saw. He is convinced that it was a government boat. He is also certain the activity to the Northwest were parachute flares, even though the flares were amber in color.

Larry's report is obviously from a person who was not interested in the events going on around him. In the two conversations held with this man, LIUFON could find elements of his statement that corroborated other witnesses' testimonies and other parts that were lacking evidence that was known to have existed out there in the Dunes.

Larry did prove one thing. This point he made clear to LIUFON and is a vital piece of information. There indeed was an air sea rescue operation that night, but it was

not where it was supposed to be as stated by the U.S. Air Force, Coast Guard and police. It was not over the Bay, but some two to three miles East and some two miles South of West Hampton out over the ocean. They used a far greater amount of flares than stated in Air Force documents released to LIUFON and all the flares were white phosphorous in the East. He did see the amber lights near the Seneca Canal area and he still persists that they had to be flares also because what else could they have been. He did not see any military activity in the Dunes, but did see activity in every area around the Bay. He also did not see Peterson's blue light."<sup>11</sup>

**Part 25: UFO Crash/Retrievals: The Inner Sanctum - Status Report VI**  
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"The (Moriches Bay, Long Island) incident involved the downing of a UFO by the use of a U. S. Star Wars weapon on that night (September 28, 1989). The craft crashed into the Dune area where it was subsequently retrieved. There had also been fatalities among the military personnel, some 18, in fact, who were killed when the aliens retaliated upon the downing of their alien craft. He related the fatalities were incurred by the use of a weapon which generates extremely low frequency sound waves which can destroy the molecular cohesiveness of known matter." - Source, U. S. Air Force Colonel, Pentagon

Continued - Len Stringfield's reprint of report from Long Island UFO Network (LIUFON), New York:

**Long Island UFO Network (LIUFON), New York:**



Moriches Bay and surrounding communities on Long Island, New York, south of Brookhaven National Laboratory. Quogue is south of the Westhampton Air Guard facility.

## **JOHN D., QUOGUE, LONG ISLAND, 2:30 AM, 9/29/89**

John D. is a commodities broker on Wall Street. He has asked that his real identity not be used with this report.

John D. lives in Bay Ridge, Brooklyn. Every weekend during the spring to the late fall, he will come out to spend time with his sister and her family at her residence in Quogue. It is located just one-quarter mile south of the main runway of the Westhampton Air Guard facility.

The night of the incident in the wee morning hours of the 19th of September 1989, John was sleeping over at his sister's house. He had taken Friday off and was planning to spend the entire three days with his sister's family as a short vacation. About 2:30 AM in the morning of the 29th, he was awakened by the sound of helicopters. He went to the bedroom window which was located on the second floor of the house and peered out towards the air base. There coming in above the treeline to the southwest were two big Air Force helicopters with their running lights on. Under the helicopters were slung large steel cables with something very big hanging under each aircraft. He could not get a good view of what it was, since the treeline obstructed his view. He then saw the two helicopters hover above the end of the main runway at Westhampton and slowly lower whatever it was to the ground. The entire operation lasted 45 minutes. He could not see what the activity was on the ground and the helicopters had landed by that time.

In August of 1990, he contacted LIUFON and filed a report with us. He has not contacted us since. In the last conversation, he told us that he had learned from friends of his brother-in-law that the Westhampton Volunteer Rescue Squad had been involved in this incident, but refused to discuss it with us. He did not want to get his brother-in-law's friends in trouble. The particulars remain a mystery.

If John D. is correct in his observations, he might have solved the one problem with the whole incident. What happened to the structural wreckage? How was it taken out of the Bay with very little public attention for an object so big and heavy?

In the discussions held with the Brookhaven Laboratory scientist who was involved in the incident, he told LIUFON that the massive object weighed very little, since the metal was very strong and light. Maybe light enough for two helicopters to carry it out of the water?

## **THE CONVOY ON WILLIAM FLOYD PARKWAY, 4:30 AM, 9/29/89**

During the course of the two and a half years investigating the case, three witnesses claim they saw a late night convoy from Smith's Point Beach up William Floyd Parkway to Brookhaven Laboratories.

One woman who lives opposite the main entrance of the Laboratory told LIUFON anonymously that she saw a convoy around 4:30 AM that morning composed of military flatbed trucks pulling into the main gate. It was escorted by jeeps and

police cars which blocked off both directions of the highway to allow the convoy to enter.

Two sisters who live in Shirley along William Floyd Parkway related to LIUFON that they observed from their kitchen windows around 4:30 or 5:00 AM a convoy of trucks composed of military vehicles and flatbed trucks with a police escort heading up William Floyd Parkway going North. This would be in the direction of the Brookhaven National Laboratories.

So far, there has been no official confirmation by authorities concerning this incident.

### **GEORGE DICKSON'S STORY, 10/4/89**

George Dickson is an amateur anthropologist and also known on Long Island for his independent UFO research.

On October 4, 1989, George contacted LIUFON to inform the organization that he had information on an incident that had occurred a few days before over Moriches Bay. At this point in the investigation, LIUFON had not revealed the existence of the Peterson story and the photographs.

George related a story he had received from a friend who is an Air Force colonel attached to Air Force Intelligence at the Pentagon. According to his friend, there had been a UFO incident over Moriches Bay on September 28, 1989.

The (Moriches Bay, Long Island) incident involved the downing of a UFO by the use of a U. S. Star Wars weapon on that night (September 28, 1989). The craft crashed into the Dune area where it was subsequently retrieved. There had also been fatalities among the military personnel, some 18, in fact, who were killed when the aliens retaliated upon the downing of their alien craft. He related the fatalities were incurred by the use of a weapon which generates extremely low frequency sound waves which can destroy the molecular cohesiveness of known matter. Some of these fatalities were psychics who were there to be used to communicate with the alien occupant survivors if needed.

George Dickson never revealed the name of his source and never will. He has stuck by the story and maintains the source is impeccable.

### **COPELY NEWS SERVICE, SAN DIEGO, 10/22/89**

Copely News Service acquires news programming for some 178 radio stations around the United States and Canada. On October 21, 1989, LIUFON had broken the story to the local news media and had alerted them to the incident. On October 22, LIUFON had conducted a field search operation in the Dunes with a ground, sea and air team. It had produced some promising results.

That afternoon, Copely News Service contacted John Ford to confirm that they had verified from the police and Coast Guard that there had been helicopters in the vicinity of Moriches Bay the night of September 28, 1989. They were going to run

the story nationally for syndicated pickup.

It seems they had a special impetus for doing the story. When they contacted the Suffolk County Police Headquarters in Yaphank by phone, the responding public relations officer admitted there had been a UFO incident over the Bay.

A follow-up phone call later received an official denial to the previous statement. It appears there might have been an unintentional leak that was quickly covered up.

### **THE FIELD INVESTIGATION IN THE DUNES, 10/11/89**

On October 22, 1989, a team was dispatched to investigate the area of the Dunes along Smith's Point Beach. It was a three-pronged effort composed of a land, sea and air search. The team was composed of LIUFON investigators: John Ford, Kelly Freeman, Ron Sierra, Lou Mattera, and Bruce and Martha Richardson. Assisting were members George Dickson and Frank Valenti. The following is what they found:

1) The air team in a light plane observed, from an altitude of 2500 feet, a circular formation of depressed marsh grass on an island in the mouth of Moriches Bay. This was first thought to be a possible landing circle for a second object that the helicopters might have been searching for in the Inlet's entrance. It was later ruled out as such by the fact that it was caused by the heavy tidal action near the Inlet's entrance at high tide.

2) The field team searched the Dunes for part of the day. They could not find an impact area for a possible crash site along the length of the Dunes. Kelly Freeman and Lou Mattera did discover, on a peninsula which protrudes into the Bay side of the Dune area, a 75 foot diameter circle of depressed bushes and vegetation which appeared to be dead. The area showed signs of heavy tire tracks and was recessed slightly into the side of a large dune. From the seaward side, it would have been hard to see, and access to that area was by four wheel vehicle over a dirt road track in the Dunes. It was videotaped and photographed by Kelly Freeman.

This circle was also thought suspicious and might have been a landing circle. The vegetation, however, was not burned or dechlorophylyed as would be expected in a landing site. It, too, was thought to be the object of the helicopter flights over the Dunes. It would soon be found to be something else.

3) The sea team, headed by Martha and Bruce Richardson, cruised the Dunes shoreline. They videotaped the area and could find no evidence of a crash-site or any area of burned vegetation.

The investigation could find no evidence of a fire or impact site of a crash along the Dunes. The aerial team of John Ford and Ron Sierra flew the length of the Dunes to the Westhampton side and found nothing that could bolster the story given George Dickson by his contact.

In April, things developed that would change the direction of the investigation. One of them was Kathy O'Donnell's story and the first meeting with the scientist from

Brookhaven Laboratories.

### **THE PHOTO ANALYSIS**

The Peterson photographs were obtained for scientific analysis and study. The original negatives were sent out to have high grain copies of the photographs made for evaluation. When developed, the series of 30 photographs from two disc wheels show a pattern of amber lights over the Bay. The pattern is sometimes in a triangular formation. Other sequences show only one or two lights while others show three. The only light source in any of the pictures are the amber lights (one photograph shows the searchlight of one of the helicopters).

Ron Sierra, who is by trade an engineer with access to microscopic equipment, did an examination of the negatives for LIUFON. Ron is also an amateur photographer and a Viet Nam era helicopter pilot with many hours in combat flight operations.

Ron's report on his examination of the negatives reveals this:

- 1) He could not locate a smoke trail on any of the lights on any of the negatives of the pictures.
- 2) The lights are not flares.
- 3) The computer analysis shows the amber lights to be sources of "Cold Light" emissions. This translates into one thing: the computer showed that the lights gave off no heat.

Bob has also shown the pictures to Dr. Bruce Maccabee for his opinion. He has stated to LIUFON that Bruce has looked at the pictures and has suggested further work should be done on them. As of this writing, LIUFON hopes to have support from the Fund for UFO Research to do extensive work on the pictures in the Fall of 1991.

### **THE SOVIET SATELLITE CRASH STORY**

Mr. Joseph Z. is an electronic engineer who is employed by A. I. L. Electronics on Long Island. He claims he had access to classified government records. He contacted LIUFON by phone and informed us he had uncovered some interesting information concerning the Moriches Bay incident.

He informed us that he had heard of the Moriches Bay incident from several newspaper sources and wondered if there was anything on government computer nets that would give any insight into the incident. He accessed three Pentagon computer systems the next day, and in two of them, dealt with Quarter Master supply and allocations.

This is a run down of what Mr. Joseph Z. said he found:

- 1) On or about 11:00 PM, a fire was reported in subject dune area. Fire Dept.

trucks were dispatched and flashing blue lights were, in fact, visible from sighting area. These were emitted by Fire Department trucks. Wreckage was reported to the commanding officer by Fire Dept. personnel, who were instructed to disperse.

- 2) No weapons were deployed by any government agency.
- 3) The Suffolk County police were informed by an anonymous telephone caller that a vessel was in distress and police helicopters were deployed. The local Coast Guard unit was informed and assisted in the search.
- 4) Prior to the incident, NAVSYCOM had been tracking a polar-orbiting satellite with a decaying elliptical orbit. Said device was assumed to be powered by fissionable material and considered a radiation hazard.
- 5) Portions of said satellite survived atmospheric impact and, in fact, were believed to be the cause of the fire.
- 6) Seven U. S Coast Guard helicopters were fitted with tethered halogen light sources at the request of the Office of Foreign Technology. Two of these were equipped with infra-red viewing equipment.
- 7) Naval personnel accompanied Coast Guard pilots and suited up to preclude exposure to radiation.
- 8) Helicopters hovered over the area to provide illumination only. Parachute flares were dropped initially to close the window of the affected area, which includes the South by Southeast portion of the Bay. The lights augmented the flares and were of high intensity. All water impacting elements were fragmented by the sudden change in temperature and deemed unrecoverable.
- 9) A thorough radiometric survey was carried out by military personnel and all remnants on land were recovered. Radio communication was established to deploy land transport vehicles near the site. Four flatbed trucks were deployed and two were sent back without a payload to an undisclosed location.
- 10) Army ATVs equipped with winches and 4WD were deployed to the location. Six light-armament vehicles were also called in.
- 11) A command/control aircraft circled the area at high altitude in a figure-8 pattern.
- 12) Remnants were transported to a nearby parking field, then loaded onto wide-load flatbed trucks. Smaller fragments were tagged and transported by unmarked vans.
- 13) Said trucks were tarped with leaded woven material and escorted to Brookhaven National Laboratories via William Floyd Parkway. The local police were instructed to reroute traffic at 4:22 AM on September 29, 1989, because of the potential radiation hazard.

14) Remnants were unloaded and secured by 7:20 AM that morning under naval intelligence directive and supervised by army personnel.

15) Said military helicopters were dispatched from an undisclosable location in Connecticut and a similar search operation was implemented there around the South Shore of Connecticut, based on impact data extrapolation just prior to this event. Tethered halogen lighting was used here also.

16) Implied weapon referred to was an electronic power generator acquired from a commercial source, but modified for 400 Hz 3-phase output. It was used for site operating power only.

17) Both civilian and military personnel were involved in the recovery operation, which was classified and remains so.

18) Radioisotope elements were removed from the wreckage at Brookhaven and placed in secure storage for disposal as waste. Remaining wreckage was transported to an undisclosable location for examination by Office of Foreign Technology on October 30, 1989.

19) Portions of said wreckage were identified as Soviet, including part of a Ku-Band transmitter and image processing circuitry.

The information at face value seems to explain the entire incident as a routine recovery of Soviet space debris mounted in a few hours to recover a few chunks of metal that were later identified as a Soviet transmitter and radiological waste. (Leonard H. Stringfield's comment: Joseph Z's information is nonsense.)

If one looks closely, one discerns loopholes in the information. It does not explain away the sightings in Kings Park, Gardner Manor State Park, Calverton, Box Tree Lane, the 2:30 AM incident in Quogue or the numerous other incidents. The eyewitness account by the fisherman in the Dunes which made no mention of military personnel or vehicles seems to contradict even the secret Pentagon report. The search team reported no signs of any fires in the Dunes. None of the witnesses interviewed reported seeing or hearing any fire engines at 11:00 PM that night during the incident. The blue lights were supposedly the fire vehicles in the Dunes after 11:00 PM, yet Peterson saw it beginning at 9:10 PM and would contradict the report in that respect.

The numerous sightings in Connecticut and Long Island involving dozens of witnesses who all reported a silent dark mass behind the lights, all reported the same thing, not a helicopter. If one believes Kathy and Kevin O'Donnelly correctly, this Coast Guard helicopter with tethered lights was as big as a potato field ten acres across. It was also totally silent.

When Phil Imbrogno was asked to check this story out with colleagues in the Greenwich Observatory in Connecticut, he reported that based on published NASA satellite tracking reports, there were no Soviet satellites over the Eastern seaboard that would have placed it over Moriches Bay in a decaying orbit.

The report does spell out a military-intelligence operation occurring in the waters and dunes of Moriches Bay that night. It could be that this was a second cover story planted in case the first one concerning the sinking boat failed, or if Freedom of Information Act requests had to be answered.

### **THE MAGNETIC DISTURBANCE IN THE BAY**

During the past two years, LIUFON has received three reports from commercial and sports fishermen from the area of Moriches Bay.

The commercial fisherman had to change his ship's compass because it would not work in the middle of the Bay. The other two sports fishermen reported the same occurrence on their pleasure boats. This occurred near the mouth of Moriches Inlet.

One of the fishermen reported that his Timex watch stopped for over an hour while his compass spun around like atop in his ship's cabin.

All of these events occurred after the September 28, 1989, incident. They all occurred in a space of four months of each other. They all occurred near the site of the supposed crash-site of the UFO in the Bay. LIUFON can think of no natural phenomena to explain these incidents.

### **THE MEETINGS WITH THE SCIENTIST**

The identity of the scientist who was involved in the Moriches Bay incident has been a closely kept secret by the Network. His name and address must remain a secret, since he has already been threatened by the government who suspected him as the leak in the case.

He first came to LIUFON's attention when his close friend, George Dickson, who approached the organization on October 29, 1990, to inform John Ford of his existence. George informed Ford he was in contact with a scientist who was involved in the recovery of the Moriches Bay object. Dickson stated further the person in question would be willing to talk to LIUFON at a later date, especially when things cooled down and there was less attention focused on the scientist's activities and associates.

As the investigation continued and public statements by LIUFON issued concerning the incidents brought more witnesses to the forefront of the investigation, contact with the scientist was delayed by the heavy investigation schedule. It was not until April 1990, that arrangements were made to interview and speak with the scientist.

The ground rules that were made were strict and were set by the scientist. They were upheld by the Network as a basis for the interviews and the continuing dialogue which has been maintained by the organization with him.

They included no permission to tape record his interviews or to disclose his identity to the public. He did permit, on two occasions, John Ford to speak with him and to take notes.

For further discussion, he will be referred to in this report as 'Dr. Nick.' this is the cover identity which has been assigned to him in our files.

Dr. Nick insisted the first meeting be held at Ford's residence in the Patchogue, New York, area. On an April 1990, Sunday evening, the first meeting took place. There were no witnesses to the meeting as per his instructions. The second meeting took place on an evening in August 1990, again at Ford's residence where there was another witness to the conversation. This was Kay Ford, Secretary and Treasurer for LIUFON.

The following items are a summary of the information produced from the two meetings:

- 1) Dr. Nick stated at both meetings, the United States intercepted and brought down a wedge-shaped or boomerang-shaped UFO over Moriches Bay on the night of September 28, 1989. He knows this for a fact because he and members of his engineering team were present at the incident.
- 2) The crash occurred around 12:00 AM or a little later (September 28, 1989). He did not know the precise minute, but gave this time reference as the time of the occurrence.
- 3) He has been involved in the study of crashed UFOs since the 1970s for the United States government. He was first employed to study the electronics of recovered UFOs at Wright-Patterson AFB in the top security underground facility known as 'S-3' where crashed UFOs are stored.

His study of one of three recovered UFOs convinced him that their electronics indicated that their technology was far in advance of anything envisioned here on Earth. He stated he discovered the technology to be crystalline-based using immense crystals as focusing elements for the propulsion drive of the craft. He stated the drive for the craft are 'anti-gravity' in nature and the crystals help in tuning in the right frequencies for the drive to work.

The evidence of their electronics indicates the wide use of crystals in their instrumentalities which indicates that one or several crystals perform entire functions of computer chips. In our electronics where micro-chips are used, the alien technology uses crystals."

**Part 26: UFO Crash/Retrievals: The Inner Sanctum - Status Report VI**  
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"From all apparent evidence presented herein, it is the opinion of LIUFON that the United States government - in a carefully planned and executed military-intelligence operation - intercepted and brought down an alien spacecraft in the area of Moriches Bay off the South Shore of Suffolk County, Long Island, New York, on the early morning of September 29, 1989." - LIUFON Report

Continued - Len Stringfield's reprint of report from Long Island UFO Network (LIUFON), New York:

**Long Island UFO Network (LIUFON), New York:**



Moriches Bay and surrounding communities on Long Island, New York, south of Brookhaven National Laboratory. Quogue is south of the Westhampton Air Guard facility.

**THE MEETINGS WITH THE SCIENTIST (continued)**

- 4) The weapon which was used was a Doppler Radar System. It was built and also

developed at A.I.L. Electronics on Long Island through funding allocated for both Star Wars research and Stealth technology research. The circuitry was worked on by both him and his engineering team. He took great pride during the second meeting when he announced that the transmitter was actually developed by him. It was his 'Baby,' that did the job.

5) Some of the research on the weapon was performed by Brookhaven National Laboratories in the testing of some of the circuits and also with overcoming some of the design problems. The radar beam had to be made to bend at 90 degrees in order to penetrate the craft's plasma field which surrounds its frame. This way, the beam would not be deflected and would have a chance to neutralize the power in the alien vessel's drive.

6) During the first meeting, he selected a drawing developed by the investigative team on the case with LIUFON which was based on the information gathered from Phil Imbrogno and several of the sightings here on the Island. As mentioned earlier, the exact shape of the object was never released by LIUFON until after the April meeting to the public. The scientist picked out that drawing as the best description of the object he saw. It should be noted this drawing closely resembles the Kings Park and the Gardner Manor State Park drawings. Those reports did not develop until October 1990.

7) Dr. Nick stated during the second meeting that there had been a test of the weapon five months before the incident down at Fort Meade, Maryland. It occurred in a secured hangar area where an alien boomerang (some 60 feet across) had been recovered and was levitated 100 feet above the ground. It was knocked down and its impact absorbed by a huge inflated impact cushion. This is how the government knew the weapon would work. He and his team were present for the test.

8) Dr. Nick Informed LIUFON the object had been repeatedly tracked throughout the Northeast by satellite for months. They knew that it would pass through Long Island this night and plans were made to intercept it. The government did not care if the populace on Long Island should see or hear something peculiar since they felt no one would pay it any attention (they forgot about LIUFON). The object and its technology had to be recovered.

9) Dr. Nick informed John Ford at the first meeting that the incident was part of a confrontation with an extraterrestrial civilization that has been underway for some five years.

10) Dr. Nick further stated he knew some of the electronics and the reactor were sent to Brookhaven Labs that night by convoy, since he had spoken to associates who had worked on and examined the wreckage at a secured area inside the laboratory grounds. As far as he knew, the wreckage was still there being examined as of April 1990.

11) The Suffolk County government was involved in the preparations for the incident and cooperated fully in assisting in whatever way they could. Dr. Nick felt the closing of the campground prematurely was evidence of what he had told LIUFON.

12) He does not know what happened to the structural wreckage or how it was removed from the Bay. He did not now of any fatalities, but was not surprised at the story George Dickson had repeated. He was surprised that there were not more killed.

13) There were a number of alien bodies recovered and these were sent to Brookhaven Laboratories for study.

14) The depressed circle of vegetation in the Dunes which LIUFON field teams had discovered was the site of the radar antenna's position. It was some 75 feet in diameter. Dr. Nick stated that it rests on three legs of a tripod base and should have made similar indentations in the grass. It should be noted that Kelly Freeman reported in his field report that there were smaller depressions in the circle as though something heavy was resting inside the vegetation depression on support legs. This was never reported to the public. Dr. Nick had to have been there to have seen this and had to have firsthand knowledge.

15) The object had been chased through Connecticut by an F-117A fighter, which had been selected for the job since it could not be detected by the alien craft. This was disclosed during the first meeting and helped to lead our investigation astray a little bit. It does not surprise the staff at LIUFON since it had been learned that F-117As had been flying in and out of Grumman's in Calverton during 1989 and 1990 for electronic uplifts at the facility.

16) Shortly after the second talk, Dr. Nick told John Ford that he had received a threatening phone call that his home would be bombed with him in it if he continued to talk about the incident. This cannot be confirmed nor disproved, but Dr. Nick is terrified at the threat for he stated if they (the government) are desperate enough, they will carry out their threats.

17) Concerning the blue light in the Dunes - Dr. Nick informed LIUFON that the blue light was a plasma field built up around the radar antenna when it was sufficiently charged to transmit its beam. It was at the second meeting that he told Ford the additional information that the weapon was not turned on until a few minutes before the hour of twelve.

### **SCIENTIST'S VERSION OF THE INCIDENT**

Dr. Nick, on the night of the incident, was whisked from his office along with two members of his engineering team, by two military officers. They were ordered to be available the night of the incident for a demonstration test of the device. They were also instructed to have the transmitter ready for the night's test.

They were taken in two civilian jeeps with the transmitter to the Smith's Point Beach Park. They passed over the bridge heading East along the access road to the gate to the Dune Preserve. Dr. Nick estimated the time of his arrival to have been sometime before 11:00 PM.

As he and his group passed the main parking field, he noticed several large trucks

parked in the field which appeared to be large tractor trailer flatbed trucks. Passing through the gate to the Dune Preserve, he was driven into the camp ground area. Here there were two military vans camouflaged by nets for concealment in the area. One was a communications van while the other was a radar tracking van. They were given instructions by a senior military officer where to proceed into the Dunes for the site of the system.

Driving along the dirt tracks in the Sand Dunes, they proceeded to the location of the Doppler Radar System. It was located on a peninsula that jutted out into the Bay. The antenna was recessed into a sand dune that was able to conceal it from view. Parked nearby were two Ford Econoline Vans packed with all the equipment. Nearby was a large 400 Hz. generator that was used to power the weapon. (At the time of this statement, it was made during the first meeting and was before the receipt by LIUFON of the report concerning the Soviet satellite crash. That report mentioned the presence of a 400 Hz generator. Dr. Nick did not learn of the satellite report until after the April meeting.)

As they disembarked, they could see helicopters flying around the Bay. They were circling a formation of bright amber lights that was slowly moving towards the East. He became very suspicious of the nature of this operation. He had been present for the test demonstration at Fort Meade, where he witnessed the test on the recovered UFO. He had been told then that the system was to be used to disrupt field propulsion systems. He never expected it to operate in a real scenario against a UFO.

When the transmitter was set up and connected, the system was energized. Beginning around 11:30 or 11:45 PM, the antenna began to glow a bright blue from the field being generated by the high voltage. the weapon was ready. The engineering team was instructed to wait until the object came back into view.

Around 12:00 or 12:15 AM, the object came into view as it passed over the Northeast Shoreline. As it did, a series of searchlights hidden along the shoreline were turned on the object and its helicopter escort. The object turned on a series of white lights outlining the silhouette of the object. Dr. Nick could see its outline clearly. He also observed that the amber lights, which were still on, were not on the periphery of the craft, but on its bottom. The white lights were located on its leading edges and were very small in a continuous illuminating pattern.

At some time between 12:00 and 12:15 AM on the morning of September 29, 1989, the order was given to bring it down. The switch was thrown and Dr. Nick observed the object which was low over the middle of the Bay several hundred yards from his position, to instantly fall into the Bay's waters. It broke upon impact into two sections and produced a tremendous roar and a slight swell.

Immediately, the military ordered Dr. Nick and his team to 'Get the hell out of here.' They were loaded onto the jeeps and driven out past the Camp Grounds into the main beach area. while driving over the bridge, he observed helicopters hovering over the Bay where the object had sank.

A few days after this event, associates who had examined the wreckage informed

him that there had been alien bodies, an anti-matter reactor and advanced electronics taken from the alien craft to Brookhaven Laboratories. He was informed that the metal the object was composed of was super strong, but incredibly light. The total weight of the object in comparison to its size was unbelievably light.

### **THE TWO AIR GUARDSMEN**

LIUFON has spoken to two New York State Air National Guardsmen assigned to the Rescue Unit at West Hampton. They and their unit were involved in the Air Sea Rescue operation the night of the incident.

They informed LIUFON's Frank Columbo, Richard Stout and John Ford that the area of their operation for that night was off West Hampton, some two to three miles off shore. They stated further that they had talked to pilots and air crews in their unit about this incident after seeing newspaper articles concerning it.

They replied that their comrades had no idea of what we were talking about in LIUFON. The two Airmen informed us that their unit had no helicopters or aircraft over the Northwest section of the Bay that night. They had no idea who could have been flying the aircraft involved in the area in question.

### **CASE SUMMARY**

From all apparent evidence presented herein, it is the opinion of LIUFON that the United States government - in a carefully planned and executed military-intelligence operation - intercepted and brought down an alien spacecraft in the area of Moriches Bay off the South Shore of Suffolk County, Long Island, New York, on the early morning of September 29, 1989.

The case is still under investigation. LIUFON admits it has made mistakes in some of its initial findings. Most notably was the preliminary assumption that the second object might have been the secret version of the stealth bomber. This was based on information given to us by Bob Oeschler who compared the Moriches Bay photos to pictures taken of this secret aircraft by other witnesses. The two sightings in Kings Park and over Gardner Manor State Park, in our opinion, prove the objects to have been alien and leave the question of the B-2 Bomber out of the picture.

The evidence presented herein speaks for itself. The report concerning the Soviet satellite crash allegedly from government files might contain some elements of truth, but the incident was not a satellite retrieval. The information obtained by Phil Imbrogno, however, conclusively disproved the story of a Russian satellite crash.

It is interesting to note that Dr. Nick told LIUFON that the craft was being tracked by satellite since the government has learned to read the magnetic signature of these craft and the individual signature of each individual alien ship. A reference is made to U. S. satellites being involved in the tracking of the decaying Russian satellite in the story unearthed about the Russian crash.

It seems that there is correlation between many of the things that occurred or were

reported to LIUFON in this secret government report. Yet, their story is about a Russian satellite crash and ours is about a UFO crash.

From the appearance of the story, it appears contrived and an effort to provide a tale for an unusual event. It is widely known that intelligence procedures call for two cover stories to be used in case the first fails, then the second exists as a backup. This may be the case with this story."

End LIUFON Report

### **THE HYPOTHETICAL ALIEN UPDATE**

**Leonard Stringfield:** There is enough testimonial evidence of a technical nature from qualified sources to support the belief that the UFO is an extraordinary extraterrestrial machine. But, simply put, the most convincing evidence to back up the ET hypothesis - that would satisfy most researchers - still lies in the hope of learning something more definitive about the machine's alien occupants.

In the main circumstantially, we are limited to only two corridors through which the convincing kind of data can be obtained. At the end of one is the physical/physiological evidence which one can *see and touch* if one has the right Top Secret access clearance. Probably, it would be a retrieved humanoid cadaver cryogenically preserved, or perhaps pickled in a pink liquid. The other is the behavioral corridor which, in time, might come from the study of abductions. Analyses of these case histories I must leave to the specialists in that field. Unlike abductions, however, which can be publicly discussed at the discretion of the victim, my search for facts about the hypothetical alien must come from sources in-the-know who, of course, are forbidden to talk. The chances of getting *substantive* information from either corridor are remote.

But, people will be people, and there are exceptions to the kind who can live with sealed lips. In the past two years, I've been in touch with several sources who claim they have information about a *captive live alien*. But, while most fade away like the fabled Cheshire cat, two sources tell of scientific and/or military contact with an alien being. (Other than those described as in a state of suspended animation.) One source who was more specific is a physicist whose friend also is a scientist and was assigned to interrogate a live entity in isolation under rigid control conditions. The details entrusted to me are, by request, not publishable at this time.

I know that my vague references to a live alien can be construed as baseless nonsense. But, in retrospect, I remember the looks of consternation and the printed words of disbelief in 1980 when I published a statement from a medical source in *The UFO Crash/Retrieval Syndrome, Status Report II*, which described the alien anatomy.

But why should I be so privileged, you might ask, when the door to such extraordinary information was shut to others in research? Or why should I receive instead of a medical person? I don't know why, really, but I can guess.

My first contact with one of my two sources came in May of 1978 after a known researcher visited me at my office in the DuBois Chemicals Tower in Cincinnati. We discussed my deepening interest in UFO crash/retrievals and it seemed like only minutes had passed when, to my surprise, he volunteered that he knew a doctor in his city who might be willing to talk to me about an autopsied alien body. Having already heard of some pretty alarming stories about saucer crashes and recoveries of big-headed alien bodies, this one, I thought, was just too farfetched and I recall saying, 'You must be joking.'

But it was no joke. In a short lapse of time, my research friend with the doctor of his acquaintance and I met in a suburban restaurant for an introductory chat. Suddenly, for the first time, I felt a chill of reality. The doctor was real. He was personable and he was quick to answer some basic questions I had prepared about the alien with humanoid features. There would be more to come, he said, and then extended an invitation to visit his home, meet his family and other associates.

In all, I made five trips to the mid-western city where my sources, a biochemist and his colleague hematologist lived and worked at a major hospital.

It was also during this period in 1978 and 1980 that my hardcover book, *Situation Red: The UFO Siege*, was published by Doubleday & Co., which had reached its peak of readership internationally. With this asset and my constant hammering at the crash/retrieval cover-up, I became an easy prey for radio talk shows and glitz newspaper stories. But the story of UFOs crashing and humanoid cadavers was way over the heads of the average citizen who still had doubts about the sanity of people who reported a strange light in the sky. Needed was something in writing that appeared to be authoritative - a breakthrough to make the reader think twice.

After more than a year of 'negotiations,' my breakthrough came in the mail from the hematologist: a typewritten statement, according to the agreed upon terms - without masthead or attached name of its sender.

Written in layman terminology, I have every reason to believe the doctor's statement. Based on his autopsy, it describes the alien anatomy. I further believe that it was 'cleared' for me by a higher authority to release as a test of public reaction especially by the media, the medical community and, yes, researchers. On one occasion during a visit at the home of the biochemist, I was asked to be the featured guest on a radio talk show. My topic: alien anatomy and crashed UFOs. Unknown to all, including the host, was the secret status of my friend, the doctor, sitting beside me, who remained silent while I did all the talking.

Among the conditions of agreement, which I had sworn to keep with my informants, was the confidentiality of their work and the name of the hospital and city in which some of their research was conducted.

Because of the importance of the 'cleared' statement which I published in my *Status Report II*, I feel that it should be shared again in this report, which follows:

**Biochemist Describes Alien Anatomy Based On Autopsy/ies:**

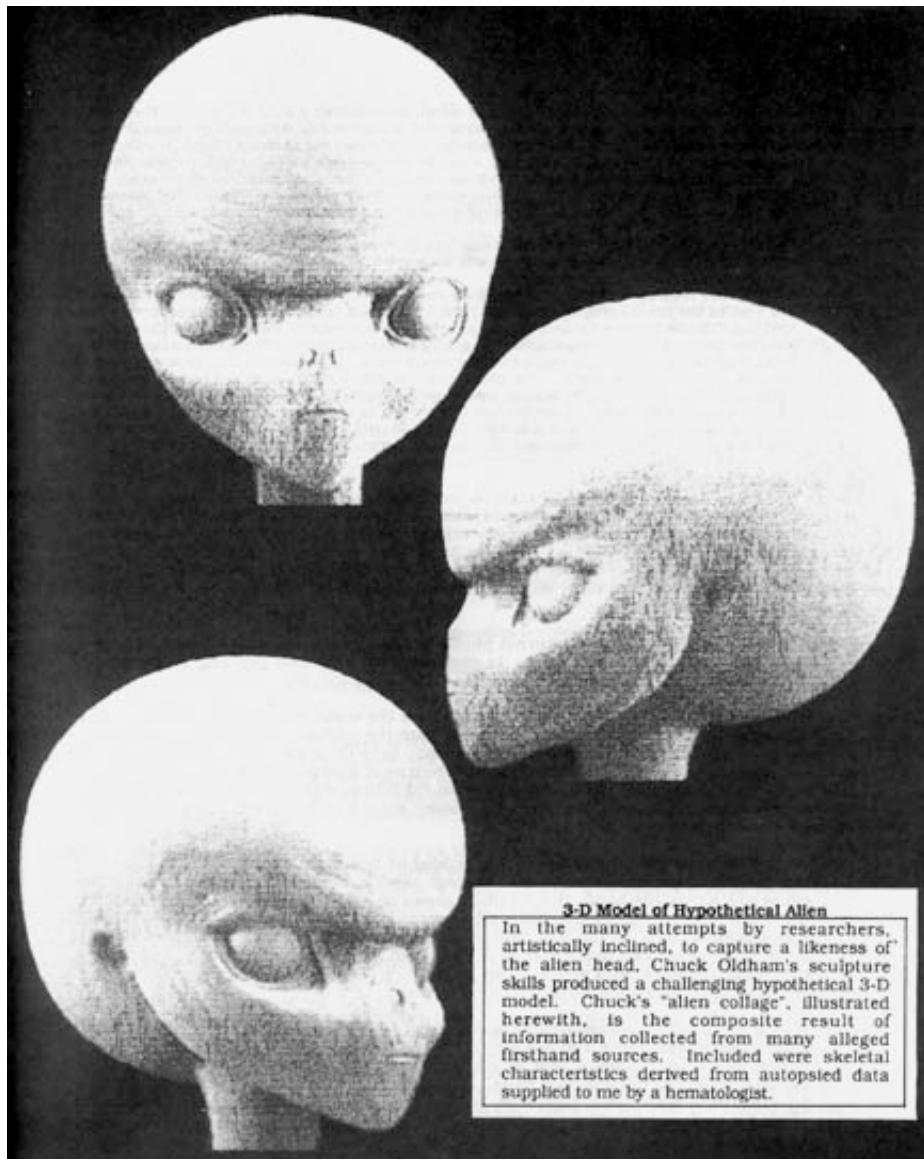
'SIZE - The specimen observed was 4 foot three and three-eights inches in length. I can't remember the weight. It has been so long and my files do not contain the weight. I recall the length well because we had a disagreement and everyone took their turn at measuring.

HEAD - The head was pear-shaped in appearance and oversized by human standards for the body. The eyes were Mongoloid in appearance. The ends of the eyes furthest from the nasal cavity slanted upward at about a ten degree angle. The eyes were recessed into the head. There seemed to be no visible eyelids, only what seemed like a fold. The nose consisted of a small fold-like protrusion above the nasal orifices. The mouth seemed to be a wrinkle-like fold. There were no human type lips as such - just a slit that opened into an oral cavity about two inches deep. A membrane along the rear of the cavity separated it from what would be the digestive tract. The tongue seemed to be atrophied into almost a membrane. No teeth were observed. X-rays revealed a maxilla and mandible as well as cranial bone structure. The outer 'ear lobes' did not exist. The auditory orifices present were similar to our middle and inner ear canals. The head contained no hair follicles. The skin seemed grayish in color and seemed mobile when moved.

The above observations are from general anatomical observations. I did not autopsy or study the head portion in any great detail since this was not my area of specialty.'

[Editor's Note: Stringfield included in his report hypothetical drawings by Chuck Oldham of what a "grey alien" might look like. When the scientist allegedly involved with alien necropsies saw the drawings, he made the following comments below to Stringfield:

#### **Hypothetical Drawings of "Grey Alien"**



**3-D Model of Hypothetical Alien**

In the many attempts by researchers, artistically inclined, to capture a likeness of the alien head, Chuck Oldham's sculpture skills produced a challenging hypothetical 3-D model. Chuck's "alien collage", illustrated herewith, is the composite result of information collected from many alleged firsthand sources. Included were skeletal characteristics derived from autopsied data supplied to me by a hematologist.

Hypothetical drawings of "alien head" © 1990 by Chuck Oldham.

SCIENTIST'S NOTE: 'Your drawings of the head should have the cheek bones removed or a smoother contour. The eyes in the nasal cavity area are not right. The recess and fold is continuous across the forehead. The neck seems too long, but the shoulders do not slope as prominently. The arms are oversized in length by human standards. There was no thumb. The index finger in your drawing is longer than the middle finger. I don't believe this is correct, but my memory is hazy at this point. The chest area contained what seemed like two atrophied mammary gland nipples. The sexual organs were atrophied. Some other investigators have observed female specimens. I have not had this opportunity. The legs were short and thin. The feet did not show any toes. The skin covered the foot in such a way that it gave the appearance of wearing a sock. However, X-ray examination showed normal bone structure underneath.'"

**Part 27: UFO Crash/Retrievals: The Inner Sanctum - Status Report VI**  
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*"The head, curiously, was not human or like the big, fetal-shaped kind so often associated with the little grays. Only in the photo, which showed the head closely enough, were the eyes in view, looking large and cavernous. The nose was just a dot of light and the mouth was just a slit. On the floor of the case, sitting on either side of the head, were beakers emitting a swirl of vapor and at the base, surrounding the body, were vents."*

Leonard Stringfield:

**"PHOTO PHANTASIES"**

In recent years, photographs purporting to show alien spacecraft fail to excite the serious researcher. Good reason: most can be simply explained as conventional aerial objects - and in the heap, there are some good fakes. The most likely fakes are also the most dazzling, usually showing a sharply contoured disc or boomerang or maybe an ellipsoid or a spheroid. Some have domes and windows and other imposing details. Trick, high-tech photography today can produce an impressive UFO!

But not necessarily faked are most nocturnal photos which usually show a pinhead light or a luminous blob streaking across the sky. In most cases, the witness - probably a novice with camera - simply cannot identify the light's source in a tricky night sky.

Photos which are claimed to depict the alien entity are the worst offenders to research. Most are so indistinct, they are worthless. Then there are the oddball photos that show teasing portions of a weird anatomy of 'something' that might have its origin tied to P. T. Barnum of circus fame. But, to make the alien photo gallery even more disreputable, is one known case of a photo taken of a simulated alien dummy at an exhibition, with no intention of deception, that got into the wrong hands. It's still being passed around as authentic. Let's review three samples

of spurious spacemen:

## Photos 1

In *Status Report III* (1982), Page 47, I published two questionable photos showing a strange assembly of bones, including a rib cage, clavicle and one arm in view, bent at the elbow with a claw-like hand. But the photo shows no head. The sender, Mack, stated that the creature was a fossilized specimen discovered in a bed of shale in Florida and that it was stored secretly in the basement at the University of Pennsylvania. According to Mack, there were hints that it had an alien-human evolutionary connection. Being more curious about Mack as a person than his anthropological wisdom, I requested a photo showing the head and the lower portion of the body.

Well, a second photo arrived which showed a part of a rod-like, right arm - still no head. Later, to keep researchers who had seen the first photo informed, I decided to publish both copies, side-by-side, hoping that its embarrassing display would flush out at least an explanation for the missing body parts. But nothing more was heard from Mack. At this point in our 'collaboration,' I am sure looking back that he had detected my suspicions about his *modus operandi*.

It was in 1988 that a researcher, R. M. Mills of Armonk, New York - who had read my *Status Report III* - sent me a copy of a picture of the ribbed cage creature, with a head and the bottom. He discovered it in the July 1978 special edition of *Ancient Astronauts*, published by *Official UFO* magazine.

Then a second version of the head - slightly different - came from Christian Page in Canada in May 1991, along with the Carp crash report I had requested. But to my astonishment, both Mills' and Page's renditions revealed the lower portion of the creature's body - with a *mermaid's fishtail!* No wonder Mack did not send me the missing head.

Thanks to the efficiency of his filing system, Page refreshed my memory by sending me a duplicate copy of a letter sent to me originally in May 1989 from his friend, Marc Peloquin, a professional photographer in Natick, Massachusetts. It reads in part:

'Of interest to me are the photos on page 47 (*Status Report III*, 1982) entitled, The Alien Hand ... I am enclosing a copy of my resume to highlight my eight years as a Biomedical Photographer for the Nobel Prize Laureate, Dr. David Hubel of the Department of Neurobiology, Harvard Medical School. It is my responsibility to photograph various biological specimens related to Dr. Hubel's research.'

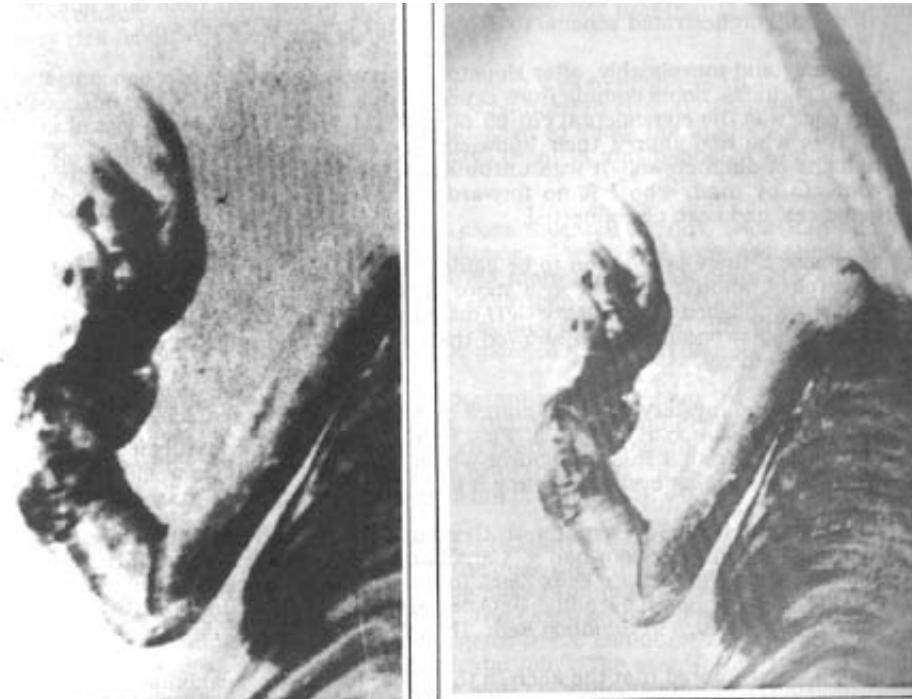
'Regarding the photos, it is very difficult for me to believe that the artifact is, indeed, a fossil. The bone structure of the limb is nothing familiar to me ... but more significant are the lines between the 'rib bones' and the line of the 'elbow.' I am convinced this is man-made.'

'Curiously enough, I recall seeing a display of odd man-made items at Harvard's Peabody Museum. Some years ago, there was a display of weird and faked items once exhibited by P. T. Barnum. One item called a 'Mermaid,' closely resembles

the object photographed on page 47 ...'

For a comparison with the photo published in *Status Report III*, both the xeroxed copy of the creature from *Official UFO* and a photograph received from Christian Page are reproduced here.

### **What Are These? Mermaids?**



Photos in **upper left** was received initially from source, Mack, with head and lower parts of body missing.

My request for missing parts brought the photo in **upper right**, showing nothing more than a long protruding arm as shown in photograph **below** received from the files of Christian Page, which shows an Oriental rendition of a mermaid based on backup information from Marc Peloquin.



Unidentified creature was provided by Christian Page as "Oriental rendition"

of a mermaid." Image source unknown. Below:

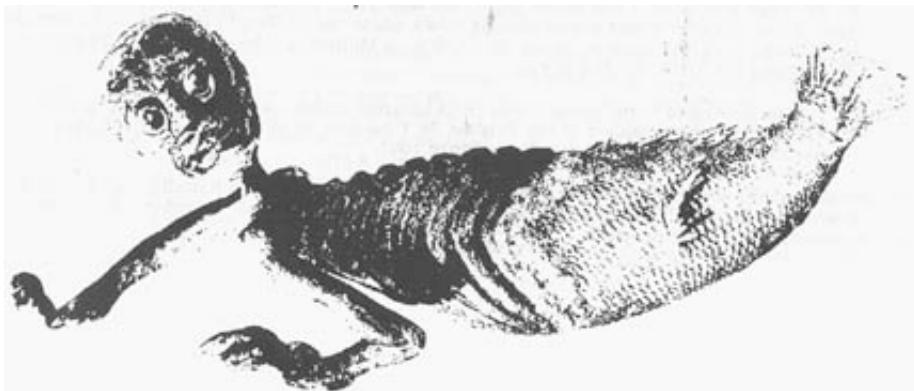


Illustration from R. M. Mills in 1988, found in the July 1978 issue of *Ancient Astronauts*, reveals one version of the 'missing' head and the 'mermaid' tail.

## Photos 2

The 'missing parts' photo story is strange, but no more so than the rest of the story about Mack and his cohort, Jack, both New Englanders. For a capsule review of this episode, I must say that I already had a strong suspicion about their melodramatic behavior when we met in Erie, Pennsylvania, to discuss the super-sensitive, top secret photos they hoped I might be tempted to use to expose the UFO cover-up.

There was a tense moment of silence as Mack opened his briefcase and then, presto, like a magician, he whisked out several black and white, 8 x 10 photos. In front of me, alas, was photographic evidence of the alien, a cadaver inside a rectangular glass case. Lying prone, with its long arms stretched down to the knee joint, the body was that of a humanoid, looking almost human. Its muscled arms and legs and portions of the chest and abdomen glared, reflecting the hidden light from above. The head, curiously, was not human or like the big, fetal-shaped kind so often associated with the little grays. Only in the photo, which showed the head closely enough, were the eyes in view, looking large and cavernous. The nose was just a dot of light and the mouth was just a slit. On the floor of the case, sitting on either side of the head, were beakers emitting a swirl of vapor and at the base, surrounding the body, were vents. One hazy photo, out of conformity with the others, showed what appeared to be a mangled or twisted body inside a glass case of the same model as the others. Still another photo showed a body obviously retouched. It was also obvious that all the photos were several generation reprints - hardly the kind that any proud secret agency would keep on file. Mack did say that the photos had been *lifted* from CIA files.

If I played Mack's and Jack's game, I was to be the one to show and tell the world - the indisputable proof of a UFO cover-up. Here it was in a neat package - photos, plus a copy of a Government Memorandum to a federal judge, advising him that Mack was a national security risk facing trial for espionage.

The time and place for my shocking announcement was to be at the MUFON Symposium in Houston in June 1980, which I had already planned to attend. If all went well, which according to their plan, meant that I would have to show the

media the photos and document and try to get maximum publicity. Then, lo and behold, I would be richly rewarded with more alien photos - in color!

On the way to Houston in a van with my close research friends, Dick Hall and Tom Deuley, I thought long and hard about my dilemma. My choices were agonizingly simple: go the full nine yard with the hope of getting more information from Mack and Jack about their *modus operandi*, their sources, their game - and the colored photos - or renege and later regret that my own little counter-intelligence ploy might have been productive. Summing it up, I told Dick, 'I'll be damned if I do and damned if I don't.'

With permission from Walt Andrus, my important announcement led off the morning's program. But I kept only part of the bargain, stating that I had photos in my possession allegedly showing preserved dead aliens which needed further study before making them public. I did not show them to the audience or to the media. (See *MUFON UFO Journal*, July 1980 issue, Page 15, for text of my statement.)

Looking back, I was surprised - not shocked - to learn that a full-page photo showing an encased alien similar to Mack's appeared in the July issue of a new pulp magazine named *UFO Sightings*, Vol. 1, No. 1, published by the Fass Brothers in New York. Featured was an article by David McCarthy (who is he?) entitled, The Question of Teleportation. The caption under the photo read, 'A prototype of a cryogenic freeze chamber. The 'person' inside is actually a mannequin encased in a special mylar foil.' The special Vol. 1, No. 1, edition of a new magazine was well-timed to coincide with my announcement in Houston.

But, there was still more to be revealed that might be a shock to the uninitiated UFO buff. Shortly after leaving Houston, John Schuessler, Deputy Director of MUFON, called to inform me that he found in his magazine files a copy of *Ancient Astronauts*, December 1977 issue, featuring on its cover the picture of a retouched alien under glass - the same photo that Mack had given me from "CIA" files. Headlined, 'Secret Chamber Beneath the Empire State Building,' the story raved over the discovery of an alien body underground in cryogenic suspension. The publisher: The Fass Brothers.

Unless I am suffering from paranoia, it is in my judgment that Mack and Jack and maybe even the Fass Brothers, who used phony alien photos to back up phony magazine stories, all might have had undercover ties with the Inner Sanctum whose purpose, at that time, was to discredit my research into crash/retrievals.

The whole story about this photo-based misadventure is too long and too twisted by personalities to recount in this report. Pertinent, perhaps, to illustrate Mack's apparent deep-throated complicity in trying to discredit my work, I think back to the alleged Government Memorandum that was sent to the federal judge who was to try him on charges of espionage. Maybe Mack was tried in court and sentenced to jail, as he had admitted to me. Maybe, too - and it's just a thought - that he might have been released on the condition that he could atone himself by playing a game of intrigue with me. Or, maybe he was brainwashed into doing the deed. Or maybe he was an intelligence agent, and in that event, the government memo was a fake. Another thought: how could he have access to such a secret memo?

Whatever its status, the memo was published in *Status Report III* (See page 40).

If, indeed, the 'mermaid' and the encased aliens were used by Mack and Jack with the intention to snare me into a trap, then their part might have been only one maneuver of an overall, orchestrated scheme to denigrate my crash/retrieval work.

Suddenly and inexplicably after Houston MUFON, I became the target of a concentrated 'Siege' of vicious attacks, some coming from expected quarters. A few came from the unexpected. Even stranger was the coincidental cut-off of dependable 'insiders' and most of my firsthand sources who had shared their knowledge or experiences with retrieved UFOs and the remains of alien crews. It was unthinkable to me that I could not reach over a dozen contacts by mail who left no forwarding addresses and could not reach them by phone, which in several instances had been disconnected.

I suppose if there is a lesson to be gained from photographic fantasies, I for one - as a researcher - should have been a more faithful reader of all the far-out stories with pictures published in the sleazy UFO magazines of that period - especially the 1977 issue of *Ancient Astronauts* which showed the *retouched* photo on its cover. Lessons of the past apply today."

## **Final Part 28: UFO Crash/Retrievals: The Inner Sanctum - Status Report**

### **VI**

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*"He mentioned UFO crashes with aliens dead and alive. He told me there was a very high-level cover-up and that it went all the way to the highest office in the land. ...When I asked why it was so secret, he said that the general public couldn't handle what we knew." - Source: USAF Major General*

#### **Leonard Stringfield: (PHOTO PHANTASIES continued)**

"3) Sensation and mystery were the names of the game when a real looking alien photo made its rounds in Europe in late 1990. First to burst on the scene was a black and white photo that surfaced from a Russian source which showed a front view of a chubby-faced dead 'alien' with slanting eyelids covering a large pair of eyes.

According to Michael Hesemann in Germany, who got an exclusive copy from a reliable Russian source, the photo had a 'Canadian connection,' rumored to be a scientist who had sent a copy to the late Felix Zigel in Russia. Zigel, a scientist known to the Western nations, was the Soviet's leading UFO researcher going back into the 1970s. I published some of his findings in Situation Red: The UFO Siege.

Also, it was rumored that the alien in the photo had a Roswell connection. Suddenly, its aura of mystery became important. Hesemann, sensing its importance, trustingly sent three or four copies to American researchers for examination and, as always, copies were soon in the hands of everybody.

As research pondered its significance, a few willing to accept it as 'proof,' another photo in color, showing a face similar to the black and white copy, began to mushroom in Europe. I got a copy from Rene Erik Olsen, a researcher in Copenhagen, Denmark, in December 1990. When I called him to learn his source, he could only say that it came from England.

The mystery was soon solved. When I called Christian Page in Canada, requesting data on the Carp crash case, we talked about other subjects, too, including alien photos such as the rib cage phony and the photo that was currently circulating showing the fat-faced alien. Page, disturbed that it was making news, came out forthright to say that he was the person who took the colored photo in 1979 at a Montreal exhibition. Said Page in his letter of May 30, 1991, quoted in part:

'... The humanoid in the picture, despite its amazing realism, was simply a wax reproduction that I had photographed at the Pavillon de l'insolite, in Montreal, one of the permanent exhibits built for the Universal Exposition in 1967.'

Page further stated that the dummy was real-sized and dressed in a metallic suit (in reality, a scuba diver suit) and rested lengthwise under a plexiglass cylinder. So ends the speculation and the mystery.



Leonard Stringfield wrote: "[\*\*The Rise and Fall of the Wax Alien Photo\*\*](#)" See inset showing an alleged alien which triggered excitement in Europe in 1990. According to Russian sources, the photo was found in the files of the late Felix Zigel, a noted Russian UFOlogist, starting rumors that it came from a Canadian scientist and that it had a Roswell connection. Facts, however, show that the alien was nothing more than a wax dummy, lying prone under a Plexiglas canopy, on exhibition in Montreal, Canada, dating back to 1967. When the story about the photo reached Canadian researcher Christian Page, he explained that he could account for the exhibited dummy with a photograph he had taken in 1979. See story in this report. Small photo, courtesy of Michael Hesemann, Munich, Germany."

## **A FINAL THOUGHT ABOUT THE INNER SANCTUM**

William Safire, in his nationally syndicated column on August 1, 1991, describes the strange world of espionage as a 'surreal but real world replete with mystery, violence, hall-of-mirrors deception, the suspension of morality and the interplay of human intelligence.' Analogously, it seems to fit the operations of the Inner Sanctum, a metaphorical label I use to identify the clandestine forces who control every aspect of the UFO problem.

I have become a part of this surreal world by both circumstance and choice, the latter of which I exemplify by publishing Status Report VI. In summary, I believe that the so-called Inner Sanctum has substantial evidence of alien artifacts and life forms behind its walls. To announce *all* of its sobering secrets would be a risk that could re-shape our philosophies. In some ways, I can sympathize with the enormity of this public relations problem.

### **Special to Status Report VI**

#### **OPERATION DESERT STORM'S 'BAGHDAD BILLY' -- SHADES OF THE 'FOO FIGHTER' OF WORLD WAR II**

The following disclosure, received from a reliable source requesting anonymity, is an analogy of the UFO's past and current behavior during wartime.

Pilots flying nighttime combat missions over Iraq, during Operation Desert Storm, encountered aerial interlopers which they eventually dubbed 'Baghdad Billy.' Although an object did not appear on radar, pilots described 'Baghdad Billy' as a steady white light which suddenly focused on their aircraft while its source flew parallel off either wingtip. Each incident was of short duration. While totally unsettling to the pilots during the initial encounters, there were no known hostile incidents.

### **EPILOGUE: The Mixed Bag of Information**

As I prepare the final copy of this manuscript for the printer, I find writing the Epilogue is like sorting out worms from a can as new information, some of it disconcerting, continues to come in from diverse sources.

One caller aired his frustration over the inability to get a prospective 'inside' crash/retrieval source to talk. Three others called to relate that they had tried and failed to get additional information from their firsthand sources whose stories are included in this report. While most contributors spoke reassuringly about their disclosures, two, however, gave me cause for concern, reporting that they have reason to suspect certain acts of mischief, perhaps as a 'warning message,' that could affect their livelihoods.

One of the concerned informants called also to relate that he had been reliably informed of some new and nagging information that is in concurrence with the

early, critical days of the foofighters, ghost rockets, green fireballs and the New Mexican saucer crashes, all of which might have a German World War II connection. One item of note was that a saucer had crashed in July of 1947 that had ties with a U. S. 'biological experiment.' Incongruously, another item - according to my source - made reference to a retrieved saucer with artifacts exhibiting 'paleo-Hebraic' inscriptions. But, the gist of his revelations was that the reported crashes of UFOs with 'alien' bodies in 1947 was the beginning of a colossal cover-up to hide secret U. S. rocket experiments.

I've expressed my thoughts before about the alleged German scientists connection and I ask again: why should maximum secrecy prevail today to hide outmoded rocket and aircraft experiments in the late 1940s? To have had a craft that could perform like a foofighter, why was it not used in the Korean or Vietnam wars or to rescue American hostages in Iran instead of helicopters?

Details of the nature of the 'mischiefs' affecting both contributors must go unsaid at this time. But it is noteworthy that both calls came to me within a two-day period, July 26-27, and if they are UFO-connected, it would certainly dampen the hopes for an officially relaxed policy.

Setting aside for the moment the diversions of human frustration, nagging theory and seeming intrigue, let us now join Cheri Manet, a lady in Texas I feel that I can trust. She revealed to me that she had a close friend, a Major General in the U.S. Air Force with need-to-know credentials. According to Cheri, he told her piecemeal, over a period of years, the real story of the UFO without once compromising details to breach his secrecy oath. Faithfully, she kept notes of his disclosures until his death in 1987. Our acquaintance began as a result of a relative who had an unusual UFO sighting and she got my name from a researcher who had read *Situation Red, The UFO Siege*. When Cheri mentioned her stored away notes, I expressed my interest. Although her family at first advised that she not share her notes with anybody, in time after many chats, she relented on the condition that I would not reveal the General's identity or the names of the air bases where he had served as Commanding Officer. I pledged my confidentiality. Her letter of June 4, 1991, with deletions, follows:

**Cheri Manet's Notes:** ' ...I met the general during the summer of 1976 at a function I attended on behalf of my company, Southwestern Bell. A few days later he called, asking me out to lunch. I went and it was the beginning of a long and beautiful friendship. Even though there was over 25 years difference in our ages, we seemed to be on the same wave length. We stayed close until his death in 1987.

...After World War II, he was Commanding Officer of a European air base and later was C. O. at a western base in the USA. He had retired just before we met, but the Air Force still included him in meetings of high level importance which he called 'gray out' meetings. Of course, he could not tell me what they were about.

Not long after we met, we briefly discussed UFOs. I don't remember exactly how it came about, but I told him about my family's experience ... I

remember saying to him that I always wondered if the Air Force covered up sightings. He just smiled and never said a word. I asked if he personally believed in UFOs and aliens and he said that he did without a doubt and couldn't understand how any thinking person could not believe.

It was well over a year before he trusted me enough to talk about the subject. However, when he became a director of a museum, we talked a lot about space and the UFOs. I remember once when he called, telling me about his meeting with astronauts Armstrong and Stafford and how their lives had been forever changed by what they had seen and heard. Some of the astronauts, he said, were having trouble dealing with some of the new concepts they must accept. He didn't go into detail.

The following is in bits and pieces from our conversations over the years. He mentioned UFO crashes with aliens dead and alive. He told me there was a very high-level cover-up and that it went all the way to the highest office in the land. Most of the information was in a Pentagon file that might one day be seen, but it was not the important stuff. It was kept separate and would never see the light of day. When I asked why it was so secret, he said that the general public couldn't handle what we knew. I told him that I was general public and that I thought I could handle it. He said, perhaps I could, but it would shake even my belief system were I to know all the facts.

He also told me that many of the UFO sightings were our own experimental ships and that the United States has had its own flying saucer-type aircraft for quite awhile. I asked if he had seen them and, if so, where. He said, yes, and on more than one occasion at a base in the western part of the U. S.

He asked me if I had ever heard of the crash at Roswell, New Mexico? At the time, I had very little information on the crash, just some vague things I couldn't even remember where I heard them. He said that in the summer of 1947, a saucer had crashed on a man's ranch outside of Roswell. He said some of the material taken from the crash went to Ft. Worth and when tested, it was beyond our technology. Some pieces, he said, had symbols inscribed that looked like Egyptian hieroglyphics to him. He told me that he had seen the film explaining the whole case and it was top secret at the time. Some of the information has leaked out, he said, but even so, the government will never go public with it because they would have to explain the cover-up and that would open the door to more questions.

He said there had been other crashes like Roswell, some with dead aliens and some not. ...On one occasion, he had been taken to a base in a western state where he saw, firsthand, a UFO that had crashed in the 1960s which had only minor structural damage. He said he was amazed to see such a thing, describing it as 100 feet long and 30 feet wide, with small windows around the bottom, but he was not allowed to board it.

According to my notes, he also told me that we had a live alien taken from a crash site that had been studied at a base in California. He heard this from a high-ranking friend who had been involved in the study. He preferred not to

elaborate. He later even seemed a little uneasy that he had mentioned it.

When I asked him how long did he think the government could keep it all secret, he replied as long as it wishes. He said that it involves national security and how we deal with other countries. He pointed out that years ago, UFOs were spotted over the White House, and we were helpless to do anything about it. If that were to be common knowledge, we could lose control. The incident got some coverage at the time, he said, but it was quickly covered up.'

**Len Stringfield:** "On July 14, 1991, John Lear called me from his home in Las Vegas to ask about the progress of my status report that I had discussed with him in April. He asked if I had made any references to his friend, Bob Lazar, a scientist well-known for his bold revelations in 1989 relating to his work at a secret installation in Area 51 at Groom Lake, Nevada. I replied that I had not on the basis that I had not heard anything new from him for more than a year. Lear explained that Bob preferred not to get involved with researchers and the media, but he would try to arrange for him to talk with me soon. The next day, Bob called me from his home, explaining that he had only a few minutes to answer some questions I had prepared.

Most of his answers to my questions provided nothing new on subjects such as Element 115, the time dilation factor, the pressure of working and living under constant surveillance, and the threats he endured when he went public.

Of specific interest, I questioned him if he had seen, or had knowledge of, the use of large crystals as focusing elements for the propulsion drive of the craft. He replied that he had not seen crystals in the craft to which he had access, nor had he heard of the use of crystals. I asked because I was told by an 'inside' source, identified as Dr. Nick, that crystals were very much in evidence in an alien craft that had undergone extensive studies at Wright-Patterson AFB in 1976. Dr. Nick, who was introduced to me by John Ford of LIUFON, revealed to me in a tape received July 14, 1991, that he was sent to the base to study the electronic systems of the craft.

In an earlier interview with Ford, during which time he also disclosed that he had been involved in the Moriches Bay retrieval operation, Dr. Nick stated, '... the drive for the craft is anti-gravity in nature and the crystals help in tuning in the right frequencies for the drive to work.' He added, 'The wide use of crystals in their instruments indicates that one or several crystals perform entire functions of computer chips ...'

With such an elaborate array of crystals in one alien craft and to the contrary, no crystalline evidence in any of the craft visible to Bob Lazar, I could not help but wonder if the aliens were utilizing radically different drive systems. Or, if the crystal system represented the technology of another alien origin? Or if the crystals were rigged up as a dummy for Dr. Nick for purposes of disinformation? Or, was the gadgetry a secret U. S. experiment which needed his expertise? Of course, we don't know the whole Bob Lazar story either. But, it is a point to be seriously considered.

Now, back to Lazar. I asked about the storage facilities on the craft for food or other means of sustenance and the accommodations for body wastes. He said he saw none. I asked about the size of seats near the control panel. 'Small,' he said, and added, 'The size to hold an infant aged about 18 months.' Then, to wrap up our chat, I asked if he still stood by all the statements he had made publicly. His response: 'Yes, indeed.' And finally, I asked if Lear still believed that the nine craft Lazar said he had seen in Area 51 were of extraterrestrial origin? 'Absolutely, positively,' Lear answered.

Where do I stand at this point in time in relation to the voluminous pile of information I have received in recent months? I must say that my special research into UFO crash/retrievals seems to be *sensitively close* to reality. Bill Moore, a past critic of my work, stated in his September 30, 1989, issue of *Focus*, quoted in part:

**Bill Moore, Focus, September 30, 1989:** 'Drawing from my own knowledge and experience, I can summarize the individuals and organizations who were the subject of intelligence community interest between 1980 and 1984. It is important to remember here that in some cases, I was not personally involved, but rather only aware of these goings-on through conversations with others. ...Stringfield remained the subject of some interest through 1983, after which I heard very little about him. The C/I people seemed to know a lot about Len and his sources. The impression I had was that someone else much closer to him than I was keeping tabs on his activities, but of course, I never knew for certain.'

Fortunately, I have other sources today who seem to know that I am currently a subject of interest to the intelligence community. If I could draw any conclusions from the travails of my past experiences, then I am also being subjected to both good information and disinformation to use in this report.

To get a balance of views, I flipped over the proverbial coin to Dick Hall, a board member of the Fund for UFO Research and a trusted colleague since 1954, for his critique of my finished manuscript. His response to the revelations of some of my informants, as expected, was on the line with no punches pulled.

'Barnabas' was the first target. Said Dick, 'Who is Albert Collins (alias Barnabas)? He has no credentials. Why should we believe anything he says? Statements about Rand, the CIA and the Vatican sound like something the *other* Cooper (William) would cook up.'

Next, the Air Force Colonel (via Tim Cooper): Said Dick, 'Though the Colonel's statements contain some nuggets of truth, others about science, technology and military affairs sound questionable.'

Regarding Dr. Epigoni, Dick was bothered by some of the statements he made in one interview which were in obvious conflict with those he made later.

'Dr. Nick,' said Dick, 'does not inspire confidence at all, engaging in pseudo-science and gobbledegook. For example, the Doppler Radar System is for traffic

control to spot storm systems and to term it a 'weapon' is outrageously false. I am willing to bet that he is a fraud or disinformation specialist.

Finally I ask: If disinformation is as rampant as it seems, what are the orchestrators hiding/ considering the time and money spent on hall-of-mirror distortion of facts to confuse researchers, there must be a purpose. Is hiding the truth, as the Major General told Cheri Manet, truly in mankind's best interest?

*Veritas Vincet*

Leonard H. Stringfield  
July 31, 1991"

**UFO CRASH/RETRIEVALS:  
SEARCH FOR PROOF IN A  
HALL OF MIRRORS**

**STATUS REPORT VII**

**By Leonard H. Stringfield**

**February, 1994**

**UFO Crash/Retrievals: Search for Proof in A Hall of  
Mirrors**

**Status Report VII**

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February 1994

*I cannot tell how the truth may be;  
I say the tale as 'twas said to me.*

- Sir Walter Scott

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Also, thanks to all the contributors, entrusting me with material they submitted for my critique and use in this Status Report.

Also, special recognition to Chris Coffey for her help in coordinating my roughly-typed copy to its final rendition on the word processor.

During the summer of 1993, notably after the MUFON Symposium in Richmond, Virginia, a surprising number of new sources emerged, some making significant disclosures, or providing leads about UFO crash/retrievals.

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As my probes deepened into several cases, I was pleased to find corroborative data that supported an event I had learned from a source in my earlier years of research. One case, however, stood out as a potential breakthrough with a promise of supporting evidence. The informant, a lady scientist, alleged that she, as a student, under the tutelage of one of the world's greatest scientists, accompanied him to a secret location to see the alien craft and bodies. But, the evidence never materialized, though it provided, with other equally provocative cases, the impetus to work on another Status Report, herewith my seventh.

Many contacts were newcomers; others came through trusted intermediaries and there were the usual few who made brief disclosures about their knowledge of crashes or alien anatomy, but faded away like Cheshire. Through September, pondering this new collection of data, my thoughts soon drifted into my many years of investigations into the crash/retrieval syndrome. As I got deeper into case histories, new and old, I found myself inexorably drawn into UFOlogy's infamous Hall of Mirrors. Like my contemporaries devoted to serious specialization, such as abductions, animal mutilations, crop circles and so on, comes a time of

reckoning. Around me, in this abode of the surreal were a mix of people, facing mirrors, seeming both real and unreal. Some looked frightened, some staunchly authoritative. Somewhere in this mix, all showing distorted images in mirrors, were surely pawns, working with suspect agendas, better known as misinformants.

I cannot make a final rational judgment when I look at distortions in mirrors, but despite the surrealism, I think that I can pick out some of the real that I can trust from those of the unreal, the tricksters.

At this writing, I have 45 firsthand sources who claim to have witnessed the alien craft and/or the bodies in government custody. This is a large number of independent sources since I started my research in this realm in 1976. I reiterate, I believe that most are telling the truth. Following are the new data from sources I met in the Hall of Mirrors from which to make a judgment.

### **New Source Confirms Arizona 1953 Crash**

In spite of interruptive moments of feeling subservient to the negative influences of UFO crash/retrieval surreality, there are moments of reward, too. One, euphorically happened March 24, 1993, when I spoke before an open-to-the-public meeting at the Milford Public Library near Cincinnati. This meeting was initiated by Pat Packard, the new MUFON Section Director in Southwestern Ohio which got a lot of widespread publicity.

In my extemporaneous talk, I reviewed my crash/retrieval research in which I cited the *first* of my firsthand sources in 1977 who revealed that he had witnessed three alien bodies arrive at Wright-Patterson AFB fresh from a crash in Arizona in 1953. This revelation prompted a member of the audience to stand up and ask that I repeat the place and time and the number of retrieved aliens. When I had finished my talk, he took me aside to reveal that he had information that would back up my 1977 source 100 percent.

The case in question, published first in the paper I had presented at the MUFON Symposium in Dayton, Ohio, in 1978 and republished in greater detail as *Status Report II* in 1980, is excerpted as follows:

"In September 1977, I was invited to speak before 25 pilot members of the Cincinnati Chapter of the World Wings at Lunken Airport, Cincinnati, Ohio. Once the crowd milled away, a former U. S. Army Warrant Officer who had been a helicopter pilot took me alone into

the large map room of the administration building. With a pointer, he indicated an area in Arizona where a UFO crash had occurred in 1953. "I have seen the bodies," he said, which had arrived at night by a DC-7 at Wright-Patterson AFB where he was on special duty.

The pilot at that time in 1977, who worked as an engineer, recalled that he stood inside a hangar at a distance of about 12 feet peering at five crates on a forklift. Inside of three of smaller size were humanoids about 4 feet tall lying enshrouded on a fabric which he explained prevented a freeze burn from the dry ice packed beneath. A number of air police stood silent guard nearby the crates. Before the cargo was whisked away, he said he got a good look at two of the cadavers closest to him. The pilot said, 'Their disproportionately large heads, by human standards, were hairless with skin that looked brown under the hangar lights. The eyes were large and dark; the mouth small and an indistinct nose.' Asked about their attire, he said they were wearing tight-fitting dark suits. He said he had no idea what was inside of the two additional crates.

I had about a dozen private chats with the pilot since we met at Lunken Airport. Once on my request, I asked if he would sign a posthumous statement describing his experience. When he checked with his security office, he was advised to decline. In the fall of 1978, still serving as flight commander in the national guard, he strangely became unreachable by phone, leaving no forwarding address.

## Two UFO Crashes in Arizona

I have heard of a number of stories about UFO crashes in Arizona, but it was not until the meeting at the Milford Library that I got reliable confirmation to back up the pilot's claims. My new source, JLD, a resident of Ohio, north of Cincinnati, in a surprising disclosure claimed that a close relative - the late Mr. Holly, who had served in the top command in a defense department capacity at Wright-Patterson AFB in 1953 - told him about *one of two* crashes in Arizona. He also told him three bodies, one severely burned and parts of the wrecked craft, were delivered to that base.

On July 16, 1993, when JLD and wife visited me in Cincinnati, he told me that Holly had seen the bodies that were maintained in an

off-limits building - and it was not the legendary Hangar 18. Of note, he also learned that the aliens were free of harmful bacteria and suffered *no teeth decay*.

In trust, JLD gave me his relative's name, title of his position at Wright-Patterson and, having the highest security clearance, was informed with 'eyes only' details of the Arizona incident. Said JLD, as a young teenager when he was told about the crash, his interest was airplanes, making models of World War II aircraft and admitted that he had a curiosity about flying saucers. However, in later years when he asked for more details, his relative did not wish to discuss the subject.

## American Jet Disintegrated in Presence of UFO

During our meeting at my home, I got another item of concern which came from his relative. With the highest security clearance, he had access to Project Bluebook personnel from whom he learned some details of an air force intercept mission on the east coast near Langley, Virginia (site of CIA headquarters) in the late 1950s. According to the story, there were four fighters in a landing pattern. Two were out of fuel and one had landed. But the fourth was vectored in for the chase, which on close approach with the UFO, disintegrated. There was no trace of the pilot or the ejection seat."

(End of excerpt)

Military aircraft encounters with UFOs occasionally end in disaster. Some lose their electronic control systems, causing crashes or forced landings, or they are suddenly banished from the skies without a trace. This activity since WWII has indeed complicated the UFO agenda factor.

Major Donald Keyhoe, a former head of NICAP and the premiere pioneer of the 'outer space' hypothesis, shared a few details of one encounter in the early 1970s when three U. S. jet interceptors disappeared without a trace. I recall asking him if I could publish the full story in my book, *Situation Red: The UFO Siege*. But he agreed only to the barest details, declining to name the coastal location where the incident occurred. He said he feared he might compromise his Pentagon source.

I know of a number of off-the-record encounters with UFOs, both old and

new, most of which I never published. In one recent incident in Arizona, the instruments of two fighter jets went dead and crashed. Others, to name a hot spot, is in Puerto Rico. Three such incidents have been investigated and released by researcher and journalist, Jorge Martin, which he published in a lengthy report covering intense activities on the island released at the MUFON Symposium in Richmond.

### World War II's Foo Fighters: A 1942 Crash Case Revealed

The following UFO crash/retrieval case, occurring in 1942 during WWII, is so shrouded in super secrecy that persons and places involved are not for me to know except for the identity of my informant, Mary Nunn. Using this pseudonym, and in respect to her source, she also prefers that her location not be identified in this report. Serving in a key civil capacity at the time of the incident, she said that her source could suffer severe penalties if certain details were divulged.

However, to soften the stigma of no-no's, my informant seemed to shy away from the glitzy fringe in her UFO research and has felt free, in the past, to pass on other important and sensitive information to me without too many restrictions. Some of it concerned Roswell from a former military source, but his guarded disclosures - minus name - are already in public domain and I find no need here to review them lest it may compromise her link with her deep-throat source.

Nunn's revelations about the 1942 case are sketchy, mainly dealing with the description of the retrieved bodies and some general input regarding the craft. She hopes that others, still alive, may share additional information or at least, confirmation of the event.

The spacecraft, she said, is still held at the army base where it crashed causing damage to a building on the premises and minor ruptures to the one side of the craft. According to her source, the crash occurred in a state "north of Georgia," but there was no explanation given for the reason why Georgia was named. Unless it was a deliberate cover, it suggests that it may have been in the Carolinas or somewhere north along the Atlantic seaboard.

The craft generally round in shape was described as 15 feet wide and 10 feet high divided into three main sections, a control room, a compartment with four seats and a bottom bay equipped with a trap door exit. In the control section was one large window and a number of smaller windows

around the sides. The craft, she said, was silver in color which exhibited markings on its exterior as well as inside.

The four crew members taken alive, died about two weeks later of apparent starvation. Described at 5 feet tall, weighing about 90 to 100 pounds, the skin also - unlike the little greys - was a milky white, smooth like a baby's and without hair.

Facial features were generalized. The eyes large and black like bug eyes. Ears were small, lips thin slits. The fingers, numbering five, were long, bony; the feet flat, about size six with half inch bony toes. The female had small breasts and, according to the source, the race could reproduce, but there was no hint as to their genitalia. Then came the shocker: They had teeth, very white, wide and short. With teeth, I asked about nourishment, how it was digested and eliminated. No answers.

Like the greys, communications were telepathic, but when I asked about other details such as anatomical, organic or emotional or about their craft, propulsion and all the other usual questions, came silence. That was it. Perhaps my friend, Mary Nunn, knows more, but I am thankful for that which she had trustingly shared.

The 1942 crash incident, whatever the explanation, as a precursor to the Roswell affair, according to Nunn's source, happened in the summer at a time when the United States armed forces were in action worldwide. But it still was not an historical first. In the Spring of 1941, an alleged crash and recovery occurred in Cape Girardeau, Missouri, which is described in my status report, *UFO Crash/Retrievals: The Inner Sanctum*.

Pre-WWII UFO activity, especially crashes, are a rarity and getting details from a firsthand, or a support, witness is indeed an achievement. Walter Webb, an astronomer and veteran UFO researcher, gets an "A" for his extensive investigation into a UFO incident, possibly a crash involving an army serviceman, the late Guy Simeone, who was with the 26th Infantry Division prior to the U. S. entry into the war. According to Webb, who wrote an in-depth monograph for CUFOS about the alleged incident entitled, *An Anecdotal Report of a UFO Crash/Retrieval 1941*, Simeone, who was one of 400,000 troops involved in a massive war-game maneuver in the Carolinas, informed his family cryptically, that he was restricted from discussing his "secret assignment" during operations. Later a witness told Webb that she overheard Simeone's mother talking about her son being in a situation involving a crashed round metallic object and a

reference to little dead bodies from space. However, there are conflicting details, said Webb, from family members and friends. The best guess, said Webb, is that something crashed in North Carolina where his unit was active during the month of October in 1941. Concludes Webb, "Taking everything into account, I believe the Simeone episode should be classified as a tentative unknown."

## Part 2 - *UFO Crash/Retrievals, Status Report VII* by Len Stringfield

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**Question:** While the Simeone case probably had no connection with the 1942 incident, occurring "north of Georgia," were the three WWII era crashes happening so close together, time-wise, a freak coincidence? Hardly. Or, were the mishaps a result of increased surveillance during a period of world conflict which began in September 1939?

Digressing a moment, despite the reports of early mishaps, I opted to stretch a bit in my working hypothesis to allow for the susceptibility of crashes in 1947 in the USA Southwest, notably in New Mexico. As a postulate, the alien mind set might have had a concern for the U. S. rapid development of a nuclear and rocket-missile arsenal, and thus, were willing to take greater risks in low-level tactical missions. And, despite their marvels of technology, it is feasible that they might have underestimated the effects of radar or New Mexico's sudden violent electrical storms.

Once again considering the 1941-1942 incidents, one other aspect to lend credence to an early alien presence during WWII is the so-called foo-fighter, a frequent aerial interloper observed by personnel flying in all types of military aircraft, in all theaters of war. Numerous reports of encounters started coming in during the latter part of 1943, a few earlier.



Actual photograph taken of eight search lights aimed by American anti-aircraft batteries at an unidentified object or objects during the "Battle of Los Angeles" some time after 3:06 a.m. PT, February 25, 1942. Santa Monica, California, hills are silhouetted. Photographer unknown.

**Los Angeles Times**

ARMY SAYS ALARM REAL

<p><b>U.S. Flyers Reap Indies Victories</b></p> <p>Six U.S. Transports and Destroy Three Planes; MacArthur Brags All by Successful Attack; American-British Airmen Best Few in Burma</p> <p>Read more: <a href="#">Read more</a></p> <p><b>Storm Grows Over Delay in Alien Ouster</b></p> <p>Toboggans Made Ready for Other Engage Attacks; Big Supply Invasion</p> <p>Read more: <a href="#">Read more</a></p>	<p><b>INFORMATION, PLEASE</b></p> <p><b>Five Deaths Laid to Raid Blackout</b></p> <p>Traffic Accidents and Death Alerts Take Lives of Quakers</p> <p>Deaths of the persons</p> <p><b>Roaring Guns Mark Blackout</b></p> <p>Mystery of America's Warlike Mystery; No Bombs Dropped and No Enemy On It Yet; Curious Report Seizing Planes and Bullets</p> <p>Curious but apparently understandable indications of coming and continuing pressure, the Army's Warlike</p>
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Los Angeles Times Feb. 25, 1942

One early-on foo-fighter incident, following the Pearl Harbor sneak attack, occurred over San Francisco and Los Angeles in 1942. For details of this well-known incident, I refer to a massive report: *The White Sands Proving Ground UFO Incidents of 1947*, by researcher Tim Cooper, who specializes in the history of UFO happenings in the early days of the post-war period. I quote the following, in part, from his report:

Excerpt from: *The White Sands Proving Ground UFO Incidents of 1947*  
by Tim Cooper

#### "Military Pilot Reports - 1941 to 1946"

To put things into perspective, it is necessary to review some of the verified UFO reports from the newspaper accounts and official USAAF records. Much of the Army and Navy intelligence UFO reports covering the Pacific, Southeast Asia and European Theaters of War are still classified to this day. Only a few reports have emerged through the Freedom of Information Act.

As a result of the Japanese Naval air attack on the U. S. naval base at Pearl Harbor, Hawaii, invasion fears were at a fever pitch. The first fly-over of unidentified aircraft occurred at 1800 hours, December 8, 1941. Army radar operators detected 50 aircraft 100 miles east of San Francisco. The alert was given and a blackout issued. The 50 unidentified aircraft broke formation and became two flights. One entered the Bay Area and the other proceeded in a southwesterly course. The next night San Francisco came under two more air alerts. The first alarm occurred at 0145 hours, and the second again at 0202 hours. A blackout was ordered and fighter

aircraft were on standby to intercept. It is reported that engine noises could be heard in the Bay area, but no bombs were dropped.

Another alert was sounded at 0405 hours, but as before, no bombs were dropped and no fighters were sent up to intercept the unidentified aircraft. Lt. General John L. DeWitt was convinced that California was being invaded by a Japanese aircraft carrier task force, which was never located.

Early on the morning of February 25, 1942, people of Los Angeles and surrounding communities were awakened by the thuds of anti-aircraft fire. For eleven weeks, Los Angeles, San Francisco, Portland, Seattle and other west coast cities had been on alert. Radar stations reported unidentified aircraft and nightly blackouts were ordered from the San Joaquin Valley to the Mexican border. Newspapers reported in banner headlines about the 'Air Raid' that had taken place over Los Angeles.

There was, however, no air raid. What had happened on that February morning was a by-product of the fear and hysteria that gripped many parts of the country in the early months of World War II. Radar personnel *thought* they had detected enemy planes. Anti-aircraft gun crews, who shot more than 1,400 rounds into the night sky, *thought* they saw and heard targets in the intersecting searchlights. Fighter aircraft of the 4th Interceptor Command had fighter pilots on hold as their engines were overheating while awaiting permission to take off and attack the unidentified. No such order was ever given that night, which no doubt left many military and civilian observers on the ground wondering what radar had picked up (radar was a top secret device developed just before the war) and what the AAA batteries were firing at. From approximately 0245 to 0720 hours, a blackout existed over Southern California. There were several questions left unanswered.

A declassified secret memorandum released in 1974 through the Freedom of Information Act, provides some clues as to why the air raid over Los Angeles has remained a mystery to this day. The memorandum was written by General George C. Marshall, Chief of Staff, U. S. Army, to President Franklin Roosevelt, dated 26 February 1942. In part it reads:

*"The following is the information we have from GHQ at this moment regarding the air alarm over Los Angeles of yesterday*

*morning:*

*Unidentified airplanes, other than American Army or Navy planes, were probably over Los Angeles, and were fired on by elements of the 37th CA Brigade (AA) between 3:12 and 4:15 a.m. These units expended 1,430 rounds of ammunition.*

*As many as fifteen airplanes may have been involved, flying at various speeds from what is officially reported as being 'very slow' to as much as 200 mph and at elevations from 9,000 to 18,000 feet."*

It is obvious from this 'officially reported' tracking of fifteen aircraft 'flying at various speeds' and 'elevations,' that distance and height radar were accurate enough to convince the War Department that formations at various altitudes were operating over Los Angeles. The most interesting disclosure suggested that Army G-2 knew more than they were willing to admit by saying:

*Investigation continuing. It seems reasonable to conclude that if unidentified airplanes were involved, they may have been agents for purposes of spreading alarm. Such conclusion is supported by varying speed of operation and the fact that no bombs were dropped.*

The embarrassed military kept a tight-lip on this event and refused to offer any detailed explanation to the confused public as expressed in such statements from Frank Knox, Secretary of the Navy, who said, 'as far as I know, the whole raid was a false alarm and could be attributed to jittery nerves,' or Henry Stimson, Secretary of War, who stuck to the official report issued by General Marshall, that the raid was caused by fifteen planes - from somewhere.

It has been suggested that what was seen by the AAA batteries were flares or balloons, but in any case the radar operators and gun crews had locked onto something flying slowly over Los Angeles and surrounding cities. A photographer from the Los Angeles Evening Herald Examiner had photographed something in the intersecting

searchlights which caused a considerable targeting effort by the AAA batteries. From several eyewitness accounts, it was metallic and was hit repeatedly, and yet no debris or crash was ever recovered.

There were other such 'attacks' on the West Coast and mainland of the United States and Canada. When the 'airplanes' flew over the cities and rural areas, no anti-aircraft fire greeted them. Nor did newspapers report the 'bombings.' The air raids of North America was, in fact, one of the best-kept secrets of World War II.

Obviously, the U. S. military intelligence did not want news of this to get out in the press for fear that enemy intelligence agents would pick this up and use it for propaganda and possible targeting for any sabotage operations being planned.

### The Formation Sightings

Unidentified formations of 'silvery aircraft' were reported by military ground forces in the Pacific island campaigns. One comes from a Marine Sergeant Stephen J. Brickner, 1st Paratroop Brigade, 1st Marine Division, USMC, on Tulagi Island, the Solomon Islands, Guadalcanal Campaign. According to Brickner, on the morning of 12 August 1942, '...the air raid warning sounded. There had been no 'Condition Red'

...I was puzzled by the sound. It was a mighty roar that seemed to echo in the heavens. It didn't sound at all like the high-pitched 'sewing machine' (Charlie) drone of Jap formations ... the formation was huge; I would say over 150 objects were in it. (According to retired Brigadier General Edwin H. Simmons, USMC, the Japanese did try to attack Tulagi Island by air, but did not get underway until 17 August 1942. The only air raids by the Japanese on Tulagi, occurred on 21 August and 26 August, and was met by VMF-223. Any reference to the 12 August air raid does not appear in any official Marine Corps historical records.)

Instead of the usual tight 'V' of 25 planes, this formation was in straight lines of 10 or 12 objects ... A few things puzzled me; I couldn't seem to make out any wings or tails. They seemed to wobble slightly and every time they wobbled, they would shimmer brightly from the sun. Their color was like highly polished silver. No bombs were dropped ...'

## Mission 115

In a secret message sent by Major Ryan to all formation leaders of Mission 115, a brief but direct operations order was read. It stated:

'THIS AIR OPERATION TODAY IS THE MOST  
IMPORTANT AIR OPERATION YET CONDUCTED IN  
THIS WAR. THE TARGET MUST BE DESTROYED. IT IS  
OF VITAL IMPORTANCE TO THE ENEMY. YOUR  
FRIENDS AND COMRADES THAT HAVE BEEN LOST  
AND THAT WILL BE LOST TODAY ARE DEPENDING  
ON YOU. THEIR SACRIFICE MUST NOT BE IN VAIN.  
GOOD LUCK. GOOD SHOOTING, AND GOOD BOMBING.  
ANDERSON. COMBOMDIV ONE.'

It was October 14, 1943. It was one of the largest aerial fleets ever assembled. It was also destined to be one of the strangest encounters of UFOs experienced by Air Force pilots and crews.

The details of the famous Schweinfurt raid are documented by the British Royal Air Force and the Headquarters Eighth Bomber Command, United States Strategic Bombing Survey, and the Army Air Force Bombing Mission Reports. Mission 115 comprised of two hundred fifty-seven B-17 Flying Fortresses. The late Colonel Budd J. Peaslee, was the air commander of Mission 115. Martin Caidin interviewed Colonel Peaslee just before his death. Colonel Peaslee told Caidin that as the B-17 formations made their bomb run, 'something strange' was encountered in the skies over Schweinfurt, Germany, on that October day in 1943.

The attack formations are at 20,000 feet with fighter escorts. The bombardiers are instructed to carry Polaroid lenses and filters for their bombsights because a slight haze is anticipated over Schweinfurt. Colonel Peaslee is designated 1st ATF Air Commander. During the German fighter attacks and exploding AAA fire, the crews of the B-17 formations observe another element in the sky. Small formations of unknown objects were descending upon the bomber formations. They were not aircraft, or flak bursts, or falling bombs, or fighters, or debris of destroyed aircraft, or parachutes, or

falling bodies. It is recorded by the historical files 'as one of the most baffling incidents of World War II, and an enigma that to this day defies all explanation.'

According to a recently declassified teletype report to the Headquarters, 1st Bombardment Division, the strange 'formations' were described.

'NEAR THE TARGET A CLUSTER OF DISCS WERE OBSERVED IN THE PATH OF THE FORMATION. NO E/A ABOVE. DISCS WERE SILVER COLOR. SEEMED ABOUT 1" THICK AND 3" IN DIAMETER. WERE GLIDING SLOWLY DOWN IN VERY UNIFORM CLUSTER. A/C 026 WAS UNABLE TO AVOID DISCS AND RIGHT WING WENT DIRECTLY THROUGH A CLUSTER WITH ABSOLUTELY NO EFFECT ON ENGINES OR PLANE SURFACE. ABOUT 20 FEET FROM THESE DISCS NOTICED MASS OF BLACK DEBRIS OF VARYING SIZES IN CLUSTER 3 X 4 FEET. OBSERVED TWO OTHER A/C FLYING THROUGH SILVER DISCS WITH NO APPARENT DAMAGE. OBSERVED DISCS AND DEBRIS 2 OTHER TIMES BUT COULD NOT DETERMINE WHERE IT CAME FROM.'

The interrogation of the bomber crews was intense concerning the descriptions given of the 'silver discs.' Every man gave the same account and did not deviate, 'at the time there were no enemy aircraft above.' This is confirmed in a secret memorandum dated 24 October 1943, from Major E.R.T. Holmes, F.L.O., of the 1st Bombardment Division to Colonel E. W. Thompson, A-2 Pinetree. The interrogation and debriefing was classified SECRET/EYES ONLY. According to the Group Leader's Report of Mission 115 flown on 14 October, 1943, there was nothing to indicate there was any confusion by the crews of enemy air attack or weather conditions that could explain the sightings of the 'discs.' Major W. E. Dolan reported:

'...we were attacked by approximately 200 E/A, consisting of ME 109s, ME 210s, FW 190s, JU 88s, and ME 110s. ...The

weather over the target was clear with a slight haze and a good bomb run was made.'

It should be noted that the 'discs' approached the B-17 formations from *above* and that no enemy aircraft were observed at that time. All enemy aircraft were *below* the formations. The size of the discs, from the observer's vantage point, were quite large, given the distances involved. Also, the fact that the 'cluster' was '*gliding slowly*' downward in 'very uniform cluster' suggest that some intelligence was in control. Also, the mention of 'black debris of varying sizes' were also observed within the cluster. No engine failures or surface damage was the most puzzling of the encounter.

The sightings so unnerved the Army Air Force intelligence officers that a special intelligence operation began that same month. A classified project was undertaken in England with the cooperation of the SIS and OSS. The project was called the 'Massey Project,' its objective was to determine the source of the 'silver discs' and prove or disprove its Nazi German origin. The project began in October 1943 after the Schweinfurt raid and allegedly after a 'disc' had crashed in northern England near Scotland.

## Part 3 - *UFO Crash/Retrievals, Status Report VII* by Len Stringfield

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### **The Case of the Mosgrove Mandible**

John Mosgrove, a resident of Indiana, worked as a dental technician at the Brown Veterans Hospital in Dayton, Ohio, in 1979. He is proud of the fact he had won an award for adapting an effective guidance system, to reduce harmful radiation effects to patients receiving dental appliances.

When he first called me March 30, 1993, he said that he was trying to find someone in a responsible position to hear out his story about dental evidence with an alien connection and that a newspaper editor in Florida had referred him to me.

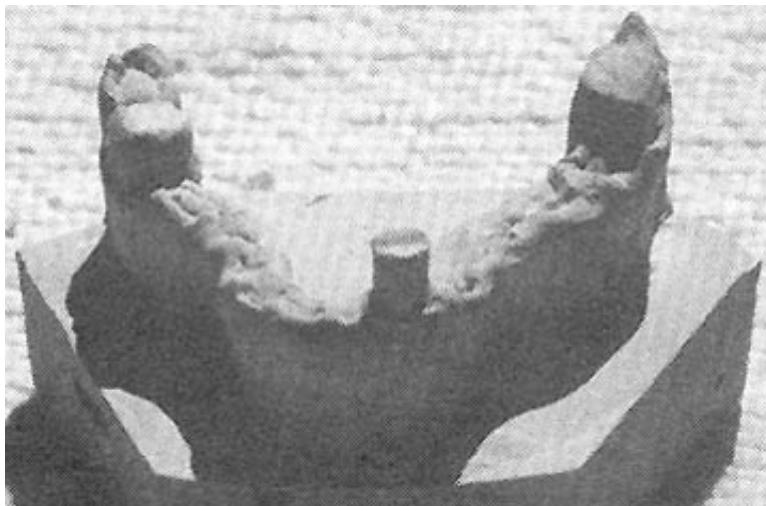
It was on a Thursday, Mosgrove recalls, a day normally slow, set aside for special training seminars, that he and a co-worker, who also worked on the new radiation guidance system, were in their lab when the Chief of Staff of the dental clinic came in with an urgent assignment. According to Mosgrove, the doctor removed from a well-packed container a dental impression of an anterior portion of mandible to form into a study model. This was a normal procedure, but he was further instructed to prioritize the job and not to enter it into the records - which was *not* normal.

This was the simple beginning of a day that ended in puzzlement and disbelief. Once the model was formed and rinsed, he stood looking at it knowing it was not the mandible of a human being. Said Mosgrove, "I've never seen anything like it before or since. At first, yes, I felt excitement, but as reality set in, fear took over - a fear of something that I wasn't suppose to know about."

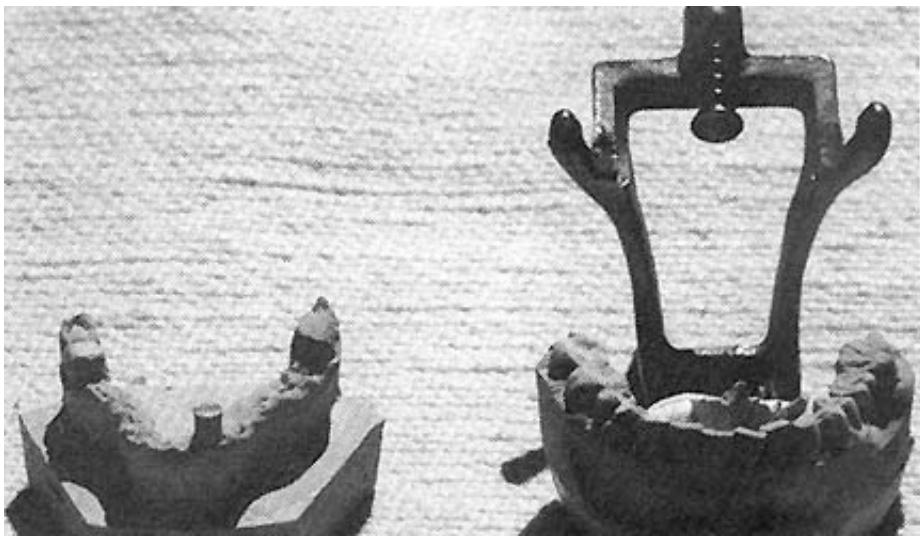
To his good fortune, Mosgrove has a replica of the study model, but it

was not a gift of the clinic. When the doctor came back to pick up the finished product, he dutifully crunched up the impression and tossed the fragments into the waste receptacle. Curious, Mosgrove's first reaction was to follow the doctor who went through the large swinging door of his quarters, next to the reception office, and peered through its small window. In view were two USAF officers, one a colonel who placed the model into a container and then stashed it into his briefcase. Both the officers shook hands with the doctor and departed. Later, he learned that they were stationed at Wright-Patterson AFB. But, the supposedly destroyed evidence became positive evidence. Mosgrove gathered the shattered pieces, took them to his home workshop, and in four days reconstructed his own study model.

Thanks to Mosgrove's trust, I now have a replica of the model which he suggested I show to an anthropologist for scientific opinion. To me, it appears small by human standards. The toothless gum portion tapers sharply to the cupid region where one lone tooth is intact in the center, the top surface of which is flat. In the posterior region are two molar-like teeth, one each in opposite gums. They were not incisors, indicating meat eaters, as the tops were round and flat. The remainder of the gum shows what appears to be jagged indentations into where teeth might have existed. Mosgrove could only guess as to the reason for the missing teeth. "Either they were extracted for study or had been knocked out as a result of an accident."



Model of unidentified mandible with flat teeth, no cutting surfaces, and "radical-shaped" jaw line, not U-shaped like a human's. Photograph by Bruce A. Phillips, B. P. Dental Laboratory.



**Left:** Model of unidentified lower mandible. **Right:** Model of white human male, 30 years old, lower mandible mounted on articulator. Photograph by Bruce A. Phillips, B. P. Dental Laboratory.

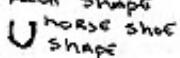
### B. P. DENTAL LABORATORY

#### CASE STUDY OF THE TWO MODELS

IN PICTURE, MODEL MOUNTED ON ARTICULATOR IS WHITE MALE APPROX: 30 YEARS OLD, AVERAGE SIZED ADULT MALE. BOTH MODELS ARE LOWER MANDIBULAR ARCHES.

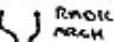
#### (ADULT MALE)

##### DIFFERENCES

- A) TEETH: INCISORS FOR CUTTING MEAT ETC.
- B) ARCH SHAPE 
- C) ARCH DEPTH less deep.

#### (UNKNOWN)

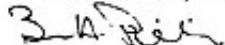
##### DIFFERENCES

- A) TEETH: FLAT PLANE, NO CUTTING SURFACES
- B) ARCH SHAPE 
- C) ARCH DEPTH much deeper.

#### PERSONAL OPINION

I'VE WORKED IN THE DENTAL FIELD FOR OVER 20 YEARS, AND I'VE NEVER RUN ACROSS ANYTHING ANIMAL OR HUMAN THAT COMPARES TO THE MODEL IN QUESTION.

BRUCE A. PHILLIPS C.D.T., B.S.



Comments from Bruce A. Phillips, B. P. Dental Laboratory, after examining the unidentified lower mandible model and comparing it to model of 30-year-old white human male's lower mandible.

Sketches of Mandible  
By John Mosgrove

Figure 1: Top view of mandible. Portion below dotted line was molded into a study model. Above dotted line is missing portion of a widening jawbone.

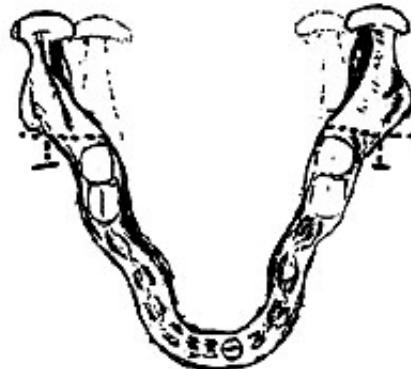


Figure 2: Bottom view of mandible's arch. Dotted line separates missing and the duplicated sections.



Sketches of the unidentified lower mandible  
by John Mosgrove who reconstructed it.

Mosgrove, who now continues his dental practice out of his home, has the good fortune of having a business connection with a certified dental technician, Bruce Phillips, who also operates his own business, specializing in crown work. I have had several chats with Phillips, a former USAF dental technician at Wright-Patterson AFB, regarding his friend's study model which he examined. In his opinion, the specimen is not human nor is it any other species of the anthropoidal family. He also vouches for the integrity of Mosgrove.

Having heard of Stan Friedman's UFO research on TV in 1990, Mosgrove said he made contact with him to share his dental discovery. Submitting a drawing of the mandible to him by mail, Friedman, after consulting a dentist, responded with the comment that "his story was interesting." But Mosgrove never heard from Stan again.

Shown are two photographs taken by Phillips, with his comments about the unidentified specimen compared with an adult human male mandible. Also is a sketch by Mosgrove which shows the portion of the mandible to form a study model and a hypothetical section of the posterior.

Speculatively, this missing section might have provided more clues of an alien interlocking system with the upper jaw or maxilla.

Only the USAF medicos knew the purpose of their visit to Brown Vets Hospital, picking a slow work day, to have a study model made in secrecy away from their own facilities.

Teeth! If the Mosgrove mandible is truly alien, it raises a number of issues about its origin, of its relationship with other types and even its agenda.

To begin a good working hypothesis, it is no simple matter with limited reliable information about alien physiology to take one body part, be it teeth, body liquid or the number of fingers and just say that the one sample, with or without teeth, are of different extraterrestrial origins with different agendas. Nor is it simply said that the one with teeth and perhaps appearing more human might be the leader over the popular little greys who are without teeth and digestive and alimentary systems.

The little grey, without teeth in its small membranous cavity (mouth), are abundant in all close encounter cases such as abductions and also those retrieved from crashed UFOs. With minor exceptions, they all look and behave alike, which suggests they might be clones, robots or even a creature of a lower order from the same planet. But teeth existing in other humanoids, despite their rarity, is an important factor to consider if we are to find a meaning ultimately to an alien agenda.

It is a teasing thought to postulate that an alien, appearing almost human, might have had a past affinity to Earth's *Homo sapiens* or some earlier anthropological creature. Furthermore, if we are willing to accept Mosgrove's mandible as evidence, we can only wonder if this alien type whose "molars" are not incisors and thus, not flesh-eaters, if they chew soft foods or ingest liquid nutrients? Perhaps, they have reached the evolutionary state when incisors are atrophied and no longer vital to survival. While speculation can be fun, there is no substantive evidence to make an educational appraisal.

To augment the dental mystery is the case of the Arizona crash, in which a top official at Wright-Patterson AFB claimed that he knew of an alien body (or bodies) that had been examined showing no teeth decay, and the case of the informant describing aliens with round, flat teeth in the 1942 east coast crash. There are other early-year cases which produced rumors

of aliens with perfect teeth whose lifespan exceeded Methuselah. But I have always relegated most of those stories as baseless.

On a final, positive note, Mosgrove, in an attempt to identify the origin of the mandible, on November 4, 1993, called the doctor who gave him the assignment in 1979. Now on a staff of a Vets hospital in Chicago, he responded, "*No comment. I still work for the federal government.*"

## Part 4 - *UFO Crash/Retrievals, Status Report VII* by Len Stringfield

*"(In 1977) before the year is out, the government - perhaps the President (Gerald Ford) - is expected to make what are described as "unsettling disclosures" about UFOs - unidentified flying objects. Such revelations, based on information from the CIA, would be a reversal of official policy that in the past has downgraded UFO incidents."*

U.S. News and World Report, April 18, 1977

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### **1974, A Year of Strange Strategies: Emily's Morgue Test**

Emily's case is bizarre. In fact, it is unique in crash/retrieval research. She had witnessed, firsthand, a deceased alien in a morgue drawer at Wright-Patterson AFB. To her, it was like a bad dream, admitting that she has had a hard time believing her own experience - or, why it happened.

Occurring in 1974, Emily's story could easily be brushed aside as fantasy. But, as certain details of her high-intrigue case gradually surfaced, she might have been an unwitting victim of a broader high level scheme. In this respect, I felt that her experience deserved a niche in this report. Despite the high strangeness of her case, is hers any less credible than others who relate mind-boggling experiences?

My personal involvement in Emily's case began March 3, 1993, when she consented to join Pat Packard, a local researcher, (later to become MUFON's Section Director in Southwestern Ohio), and a friend to visit me in my home. She had been reluctant to see me, or anyone else, about her experience until April 1992 when Packard first learned of the case from her friend, a business acquaintance. But, after questioning her briefly at various times, he could not come to grips in accepting it as reality. On the other hand, he admitted that Emily could have experienced something

extraordinary, stating: "She cried, really cried, when trying to tell about her seeing the alien cadaver."

Learning that we had a mutual interest in exotic plants, Emily brought me a tray of seedlings of a Kalanchoe species for my garden room collection of succulents and cacti and bromeliads, and some other hard-to-grow tropical plants. Having just sprinkled the tropicals, the smell of a jungle eased our way into the subject of cadavers.

Emily being an experienced artist for a large department store in downtown Cincinnati, she was offered an art job with attractive pay by her Uncle John who was a top executive of a company, now defunct, named Hoelche Environmental Services, in western Cincinnati. An interview with her prospective boss, Mr. Kern, went smoothly, she said, discussing environmental issues and the nature of her artwork. Hired, she was allowed two weeks to give proper notice to her former employer and was to start work on a given Monday.

During this waiting period, Emily went out one evening for a dinner party. While toasting a drink, to her surprise, Mr. Kern just happened to show up and was quick to explain how he knew she would be at the restaurant, hoping to see her. Of course, she said, he was invited to join her table.

Somehow, said Emily, the subject got onto UFOs, most of it critical. Again, surprise, Kern took issue with the critics, but she has forgotten the points of his argument. Later, privately, he asked her if she would like to see the proof - a real alien. Thinking he must be joking, she agreed to the challenge. According to Emily, he said, "Tonight."

I asked Emily if she felt safe with a stranger making such an unusual proposition. She said that she did because he was a friend of her Uncle John's, and too, she wondered if it might be just a test of her ability to perform on the job. They drove to Wright-Patterson AFB.

"He had the right kind of credentials to get past all the guarded gates," said Emily, adding, "At one of the guard posts, I was given a clearance badge, but beyond that, he used a plastic key to open doors, one to an elevator. It all seemed too pat, just as though they were expecting both of us to be there."

Again, using the magic plastic key, said Emily, showing some discomfort, they entered an underground room, well-lighted, in which there was a

built-in section with several tiers of drawers. During one period of lull, with Kern seemingly preoccupied by staring at the drawers, a person in uniform, unarmed, entered the room. He smiled curtly, nodded to acknowledge her presence, said a few words inaudibly to Kern, then departed through a door on the opposite side of the room. Kern then walked up to one of the drawers, pulled it open and asked her to look inside.

Emily was shocked: unable, she recalls to utter a sound. There before her, at face level, was a small, lifeless body in a zipper bag, opened to the waist. In disbelief, she said, "The eyes got me. They were so big and powerful and live-looking that I felt like I was hypnotized. Kern said nothing, but I could sense that he was watching me, my every move."

## Non-Human Entity's Skin Like An Iguana's



Photograph of iguana from <http://iguanaden.fotopic.net>.

When I asked if she recognized any cameras mounted in the room, she said, "I didn't think to look." I responded that more than one was probably rigged to record her behavior. At that point, Emily, sitting across from me, her eyes watering and hands clasping, said that she was so unnerved at that time, she could only vaguely recall other features of the half-exposed cadaver. "It was grey," she said, "about 4 feet tall with a slim torso with skin that looked like an iguana in texture." After a moment's

pause, she continued: "I should know, I have a large iguana as a pet." Of the face, she remembered a small slit of a mouth and no nose. Then, after a prolonged silence, she looked at me squarely and said, "Mr. Kern invited me to touch it and I did. It was cold, but those eyes; they looked alive to me."

Emily continued, "On the return trip home, little was said. I remember trembling in the car and I guess I mumbled about the body, the morgue and secrecy, but Mr. Kern - except to remind me that I was not to tell anybody about the trip - was very quiet, not at all like he had been at the party and during the interview."

Finally, her eyes showed her inner stress and she said, "So, I have seen the proof, but who was the real Mr. Kern? Why me? I had hoped to find out when I reported to work Monday."

Other shocks were in store for Emily. Reporting to work on Monday, she was informed by Kerns' secretary that he had died suddenly of a heart attack and that her job had been canceled. And, checking the newspapers for Kern's obituary, his demise was never listed. Emily was left adrift for years in her own surreal Hall of Mirrors, wondering who was who at Hoelche's.

I had talked with Pat Packard before Emily's visit to relate that I might be able to explain the reason for her misadventure at the morgue and its connection with other high-level strategies. Based on the known data, I later told Emily that it was my belief that the Hoelche Company was a front for a special intelligence operation. Speculating further, I said, some - if not all - of its personnel were undercover agents with Mr. Kern. He was using a fake name and credentials and was the key player. But, I emphasized, I needed to know more about another player, her Uncle John.

When Emily had finished her narrative, my first question to her concerned his past military duties, if any. Response: Yes, he held a high rank in the U. S. Army. Next question: What was his specialty or assigned duty? Response: Intelligence. She knew this by his own admission based on an incident that occurred when she was a teenager. "Looking back," she said, "I got into a petty family quarrel and ran away to stay with my girlfriend, hid in my car behind a dumpster in an out-of-the-way parking lot. But, Uncle John found the car and revealed that he had the ways and means to solve such problems. Boastingly, he said that was his job in army intelligence."

With this fact in mind, his executive post at Hoelche's probably dealt with matters beyond environment. In Emily's case, and I'm guessing, he was responsible for offering his niece employment as an artist for Mr. Kern, knowing full well that she was to be used as a guinea pig in some kind of weird psychological reaction test. Appearing disturbed, Emily said she never thought of her Uncle John, who passed away shortly after the incident, would be involved in such a dirty trick. The rest of the story is obvious, I said, adding that Kern, according to plan, then disappeared without a trace, leaving his secretary to give out the false story of his death.

Additional evidence of foul play, Emily recollects, involved a lady whose husband worked at the firm. During the same time-frame as Emily's, she suddenly became ill which led to a nervous breakdown. She declined to give a reason for her state of mind, but Emily wondered if Kern also used her, and others, in a similar experiment.

In summary, the "Hoelche" game plan was to ascertain human behavioral reaction to the sudden exposure to an alien being. To that end, 1974 might have marked the beginning of a new policy - a plan to tell the world the truth about the extraterrestrial UFO.

According to leaks from insiders, there was an official concern in 1973, like in 1952, that the intensive low-level UFO activity would be a prelude to a larger scale tactical incursion. Also, there was a concern that the mass media, over-stimulated by the inundation of sightings, was playing it up daily on the local TV and radio news and on the front pages of newspapers. Even the popular John Chancellor anchor on NBC-TV news gave the UFO top billing at the peak period of the October flap. The slumbering, benighted public, was being aroused.

## Was President Gerald Ford Preparing to Tell World About ETs in 1974?

1974 was also a year with persistent leaks from reliable sources reaching top UFO researchers avowing that the government would soon formally announce that the UFO was real and of extraterrestrial origin. One example, to put it briefly, was reported in my *Status Report III, UFO Crash/Retrievals: Amassing the Evidence*, in which I cited a sergeant in the California Highway Patrol who was privy to hear a former high-

ranking army officer address a survival course group and claimed he had firsthand information about a crashed saucer in New Mexico. He stated further that he had no problem in releasing sensitive details to the sergeant because the U. S. government would be going public soon.

My comment to follow the sergeant's disclosure in *Status Report III* accents 1974's high strangeness of events contrived by phantom-like people in a Hall of Mirrors, follows in part:

"His (the sergeant's) reference to an imminent 1974 announcement declaring UFOs were of extraterrestrial origin, is extraordinary as I knew that a report was quietly circulating among responsible researchers anticipating such an announcement jointly by the United States and France. According to my notes, December 3, 1974, I was alerted by Walter Andrus, Director of MUFON, to be prepared as public relations director to rush to Chicago to join him and Dr. J. Allen Hynek of CUFOS in a press conference if official word was released. "Straws in the wind," I noted in my log, were rife that the announcement would be made December 15 by President Gerald Ford." On the suggestion of Andrus, I prepared a tentative press release which got both his and Hynek's approval and we waited. In my log entry for December 16, I noted, "Wonder what President Ford and Giscard de Estaing, President of France, are discussing in Martinique besides the oil problem?" There was no UFO announcement.

Adding to the intrigue is the well-timed news wire release in 1974 by UPI featuring Professor John Spencer Carr's story about a saucer crash and recovery of "little men" in New Mexico, in 1948. Never mind the details about the anatomy of the bodies. I find the manner in which the story was apparently controlled in the media to be more significant. As I recall, it got the usual funny treatment in Cincinnati and in Chicago. It caught the attention of Sherman Larsen, a no-nonsense researcher with CUFOS in Evanston, Illinois. He called me for comments, but oddly, I didn't hear about the Carr "little men" story from any other of my many contacts from coast to coast. Curious, I called the local UPI office about the coverage. Answer: It probably was a controlled release, limited to three states: Ohio, Indiana and Illinois. Trying to rationalize a reason for such control, I could only deduce that it would be easier for the eyes and ears of a Hoelche-like "company" to keep tabs on reaction. Certainly before any public announcement, the officials would like to know how people think and not depend wholly on the thinkers in "Think Tanks."

Allowing for misinformation or embellished rumors and contrived disinformation, I can only speculate about Emily's alleged experience and other coincidental happenings. Looking for a logical reason, the same supposition applies to my own case in 1978 when I was bestowed a cornucopia of anatomical information about the alien body from two unquestionably reliable doctors, one of whom had performed an autopsy. I, too, felt that I had been selected or used to receive bonafide information for release to the public as a test for reaction. Coincidentally, this was the same year that Major Jesse Marcel, intelligence officer for the 509th Bomb Group, made his famous disclosure about the Roswell incident.

Albeit, the same "testing" theory can apply to any major UFO event or book or movie or whistle blower that will appear to some researchers to be "loaded" with ulterior purposes. Again, the Hall of Mirrors.

Charles Dickens in his book, *A Tale of Two Cities*, described the times in 1775 in France and England in part, "...it was the age of wisdom, it was the age of foolishness, it was the epoch of belief, it was the epoch of incredulity ... it was the spring of hope, it was the winter of despair. ..."

In the decade of the 1970s, 200 years later, many UFO researchers found themselves in the same conflicting state of affairs thrust upon them by events and by people and cells of people who emerged *presto!* from the Hall of Mirrors. Emily's episode is just one of hundreds, affected by the "epoch of incredulity" in the 1970s. Looking back, the most sobering to change the status quo was the UFO wave of 1973, the biggest since 1952. But, among the "hopes" and the "despairs" was the rise of Dr. Hynek and CUFOS, the fall of NICAP, the advent of animal mutilations, the upsurge of abductions, the impact of Hollywood's highly touted *Star Wars* and *Close Encounters of the Third Kind*, the breakthrough of nut and bold crash/retrievals and Jesse Marcel's disclosures on Roswell, ad infinitum - all concurrent with persistent rumors of an imminent official announcement that UFOs were real.

Before my formal disclosures on crash/retrievals at the MUFON Symposium in Dayton in 1978, I remember being impressed - and still am - by an item appearing in the prestigious magazine, *U.S. News and World Report* on April 18, 1977, which stated:

*"(In 1977) before the year is out, the government - perhaps the President (Gerald Ford) - is expected to make what are described as "unsettling disclosures" about UFOs - unidentified flying objects.*

*Such revelations, based on information from the CIA, would be a reversal of official policy that in the past has downgraded UFO incidents."*

U.S. News and World Report, April 18, 1977

## *Part 5 - UFO Crash/Retrievals, Status Report VII* by Len Stringfield

### **Geriatrician Diagnoses Ailing Alien**

A well-spoken lady called me September 25, 1993, using "Beth," her made-up name. This introduction had been arranged, on my suggestion, with her friend and my contact, Kurt Thiel, a researcher in Texas. In this manner, she agreed that her disclosure about an ailing alien having been treated by medical specialists would safeguard her identity and location and, in turn, not compromise her relationship with a doctor in his field of expertise who treated the patient.

According to Beth, she was a secretary for a geriatrics (human aging specialist) who operated a clinic near Los Alamos, New Mexico. In 1985, she said her "boss," a former Navy officer with a top security clearance, was sent to a New Orleans, Louisiana, Veterans Hospital to diagnose an alien patient suffering from a paralyzed larynx. Beth recalled that the disorder that resulted from an injury prevented "verbal communication" and was designated by a high authority as "urgent."

Beth's only involvement in this case was at her doctor's clinic where she typed his diagnostic recommendations from a Dictaphone tape. The addressee: another medical facility in another state. When the report was finished, she recalls putting it into an open folder with an addressed envelope for his review. She made no carbon copy, she said. However, he might have privately copied it for his confidential file. Although she does not recall the report's contents or details, she said that there was no question that the patient was of extraterrestrial origin.

Here again, we have an alien with at least one human characteristic - a voice box which leaves a long trail of questions. Of course, if it had teeth (Beth did not know), it probably also had a digestive and alimentary

system. Also, was it a crash victim or a guest?

### An Anecdotal Classic

There is something extraordinary about this Hall of Mirrors case which first surfaced to me shortly after my return from the MUFON Richmond Symposium. The source who made fabulous revelations, including being a witness of a retrieved alien craft and entities in 1947, is an active lady professor who teaches chemistry at a southern college and agreed to the pseudonym, Edith Simpson.

Briefly, after getting all of her disclosures into some semblance of order, I find that some fit into the scheme of events occurring in 1947 as I know them, and others that suggest foul play and harassment that are either imaginative or contrived by outside manipulators.

Potentially, the Simpson story is a breakthrough - mainly because it involved her alleged association with a person who can be rated as one of the world's greatest scientists. Professor Simpson also claims that she has various kinds of material evidence to back up her claims, including photographs of her and the scientist together and still others that show the alien craft and the entities. But after a long wait, the evidence never came. Despite excuses, there are pluses in her testimony about her experiences and maybe there are some plausible explanations for these shortcomings.

The story began for me with a phone call from a long-trusted researcher in Florida, Sheila Franklin. She confided that she had learned some basic details from an associate who got Simpson's story from one of her students. The rest of it she got on tape when she, accompanied by two friends, were privileged to interview her in a restaurant near her college in another city. A copy of the confidential tape, dated July 10, was sent to me so that I could join in on the investigation.

Because of the impact of the retrieved evidence on the scientific community and the craft's high-tech military potential, scientists and others on a need-to-know-basis were invited by the authorities to see the craft and crew members - some still alive - at a secret location somewhere in a southwestern state.

Listening to the tape, it contained basically general information in response to Sheila's questions. Apart from Simpson's claim to have seen "nine bodies," her most stunning disclosure was that she had 48 photos

showing the aliens and some were close-ups. But her story became vague when she explained that she had most of them in a briefcase in her car which had been stolen. The photographs were missing. She also spoke of being under surveillance and complained of many kinds of harassments, house break-ins, muggings, and many other strange happenings - all apropos to having been in the proverbial Hall of Mirrors. Sheila Franklin's in-depth observations in her role of the case appears at the close of my investigations.

According to bits and pieces of information gleaned from 15 phone calls, starting September 4, with Professor Simpson, here is a chronicle of her 9-day adventures.

As a top science student in competition with many nominees, Sheila won the honor of being selected as a summertime trainee under the wing of one of the world's greatest scientists. It was during this summertime course in 1947 that she got a fortuitous invitation to join her mentor on a scientific mission at a secret location in southwestern USA.

Boarding a commercial airliner with a stopover in Chicago, she was among the scientist's entourage landing at a small airport. When I probed for clues as to the airport location, at first she thought it was at Edwards AFB because it was a well-known base in a desert area. However, when I informed her that the base in 1947 was not named Edwards, she then admitted that she was unsure of the name and just assumed that it was Edwards. I then asked if she was familiar with the name Muroc, the base's name in 1947. "Maybe," she said. "I've heard that name, but I'm not sure."

In later talks, I again tried to locate her landing field or airport. "I'm sure it was not Los Angeles," she said, "but I remember it was a small airport - maybe in New Mexico or even Phoenix. No one told me anything. After all, I was just a peon."

Still hoping for clues, allowing for the passing years when memory fails, I checked with Tim Cooper - a research authority on military bases, nuclear installations and rocket test sites in the late 1940s. In response, he sent me a raft of material on Muroc, which he considered as a possible storage area. But his guess for the rendezvous was either Albuquerque, Los Alamos or near White Sands Proving Grounds, all locations where need-to-know dignitaries had allegedly convened to see the evidence. This included viewing the crash victims reportedly flown to Ft. Worth from Roswell and on to a secret location. But, back to Muroc, he referred me to

his source, a former Air Force operations officer, reminding me that I had quoted him answering questions in my book, Status Report VI as follows:

**"Cooper:** Did the Air Force recover flying discs?

**Answer:** Yes. Some were found in 1946 and 1947. Some in the Mojave Desert and some in New Mexico.

**Cooper:** Where were these discs taken to?

**Answer:** Some to Muroc and others to Langley. They wanted to know what they were made of and how they worked.

**Cooper:** What were these things that were taken to Muroc?

**Answer:** They were 'lifting bodies.' They looked like inverted bathtubs."

Wherever Simpson's group landed, they were greeted in rainy weather by an officer of high rank. She believed he was a colonel because she could see what looked like a silver eagle on his shirt collar, hardly visible under his raincoat with an attached hood. In a military vehicle, she said, they drove 50 to 75 miles across desert to a base with scattered buildings. Unlike the others in her group, who probably stayed at the base, she was escorted to a small motel.

During her stay at this location, Professor Simpson recalls visits to a well-guarded old hangar. Inside, she got her first glimpse of the aliens on display for all to see. "Some of the specialists," she said, "were allowed closer looks, including my boss. To me, they all looked alike - *all five of them*. They were about five feet all, without hair, with big heads and enormous dark eyes. And yes, their skin was grey with a slight greenish tinge, but for the most part, their bodies were not exposed since they were dressed in tight-fitting suits. But I heard they had no navels or genitalia."

After a brief pause, Simpson went on. "One of the aliens stood out above the rest. It had a bilious green fluid oozing from its nostrils. But it was strange. After exposure to the air, the ooze gradually became bluish and suggested perhaps a copper or cobalt base. I'm guessing, but it might have seeped from a gall bladder-like organ. In fact, I wondered if it was still alive, but I wasn't close enough to see any body movement or hear any

comments from the medics."

In the same hangar at its far end was the alien craft. "It was disc-shaped, sort of concaved," she said, and then added in a piteous moan: "I'm a terrible judge of size and distances, but I'd say its size took up about one-fourth of the hangar floor."

Sounding a little disappointed, Professor Simpson said she could not see much of the craft's features as she was not allowed to get up close for a good look. Besides, there were too many technicians and military people standing around it. But she did observe that one side of the craft was severely damaged. Notably, she was told, that some of the privileged onlookers were pilots. But there, before Professor Simpson's eyes, was the proof of an alien mission and its failure. "My reaction," she said, "was wonderment, half curiosity and maybe half fear."

After pinning down the time-frame of her trip with the eminent scientist to the early part of July in 1947, I asked the key question: Was the saucer you saw the one that crashed near Roswell? Her non-committal response: "No one said that it was from the Roswell crash, but I did hear that name pop up during my trip. Now, remember, I told you that they didn't tell me anything of importance. No secrets and no details. My boss who had the right clearance made a report, which I didn't see. I was just told to keep my mouth shut."

One day during her stay over at the base, something unexplained happened that caused a change in her schedule. She and her team were boarded into a troop carrier "with a canvas top" and driven about 50 miles across desert terrain, escorted by jeeps to an isolated building with a number of vehicles parked outside. In the distance, she could see many one-floor buildings and a bustle of activity.

Once ushered into the lone building with guards at the door, her group was greeted by an officer and directed to an area where medical and uniformed people were concentrated around a gurney on which was a patient struggling in pain. At times, it was prone and then it sat up trying to free itself, making strange groans. But it never spoke. Although she was kept at a distance, she said she could readily recognize that it, too, was a grey alien biped that looked more human than the other five she had seen. At one instant, according to Professor Simpson, its whole torso incredibly expanded, looking grotesque, and gave the attendants a hard time keeping it restrained. "It must have been a fresh case," she said. "But

I was told nothing and before long, all of us were dismissed from the premises." She learned later that the injured alien survived.

For the sake of posterity and edification, I asked Professor Simpson - based on her observation- for the reaction and/or any comments by her esteemed scientist who had more access to privileged information.

Without hesitation, she said, "He was not disturbed at all by seeing the actual evidence. I didn't record in my notes initial comments, but he said something to the effect that he was not surprised that they came to Earth and that it gave him hope that we could learn more about the universe. Contact, he said, should be a benefit for both of our worlds."

Later, I tried again to get more about his reaction, hoping to learn what might have interested him the most. Her response: propulsion and more about the universe.

"On the sensitive subject of secrecy, Simpson commented: "We were reminded daily of our pledges of course, but I signed no papers. However, I was surprised to see photographers who were free to take photos, even movies of everything in view. Thanks to a trusting member of our group, I managed to get a set of photos. I kept these hidden for years until I made a mistake and showed one to a student and the word got out."<sup>1</sup>

Photos of real aliens? Photos are not proof of anything. Most, in UFOlogy, are fakes. But the thought that having a number of shots showing bodies in various positions and close-ups of a face, a hand or even atrophied genitals, as I told Simpson, would be a "godsend." At least, it would substantiate her claims and would, undoubtedly, open the eyes of medical specialists.

The original plan was for Simpson to show Sheila Franklin the photos and other pertinent evidence such as dated letters, postmarked envelopes, school momentos, or any other materials, to lend credence to her case which I would accept in trust. Nothing materialized. Finally, on October 27, I called Simpson to explain that I had reached a deadline. I needed the promised evidence if her story were to be published credibly in my new *Status Report*. In the interim, I said a FAX or photocopy of the original would do. Then I advised that she should call Sheila to visit her to see its original. To my surprise, she said that she had already started searching her office files where she knew she had hidden a photo in a folder with other notes about her secret trip. "So far, no luck," she said, "but I'm sure I'll find it." Then came the shocker. "I've already decided to send the

photo to you with my permission to publish it in your report."

As she suggested, I called her the following day,. She had finished her search and added glumly, "I found the right folder, but the photo and some of the notes were missing." Needless to say, I was disappointed.

Did she, or did she not, at any time have photos? If so, were those kept hidden in her home taken during a house break-in which happened several times. Was the photo in her office also rifled? And what of the other photos of a total of 48 she mentioned on tape? If her collection of photos were as revealing as she claimed, then it can be assumed that she would have been a victim of surveillance, search and seizure.

According to Simpson's mathematics, the live alien on the gurney - plus the five supposedly deceased in the hangar with the craft - total six. What of the other three of the nine she claimed were in custody on her tape interview? When I questioned the discrepancy, she was quick to point out that the others were in reference to aliens she heard about taken from crashed UFOs in Russia.

How does Simpson's adjusted figures relate to Roswell? Frankly, we can only guess. According to her vague testimony about Roswell, we cannot conclude that any of the bodies were retrieved from that sector. To further complicate the issue of a body count, there were three other crashes in New Mexico during the same time-frame in 1947. Tim Cooper in his research named three locations.

Researchers, Don Schmitt and Kevin Randle - authors of *UFO Crash at Roswell*, in their in-depth investigations into Roswell - suggested initially that four bodies were retrieved. However, despite the early version, Simpson remained adamant about her observation of five bodies which she believed came from the crash site. For an update, I called Mark Rodeghier, Scientific Director of CUFOS, at his office on November 6, 1994, for his latest assessment of the Roswell retrieval figure. He said that two new independent sources that had surfaced in 1993 claimed they had witnessed five bodies and that there were a few other claimants who had earlier used the same number. While it is beyond the scope of this paper to analyze the Roswell retrieval operation, this one correlative detail not only gives credence to the two new informants, but also to Simpson and the probability that her "five" were from Roswell.

## **Addendum**

I called Professor Simpson on November 11, making an urgent appeal for the photos she claimed she had hidden somewhere in her home or any other evidence that we had discussed in the past two months. Her response brought me to the edge of my seat: "I sent two photos to you about four days ago," she said. "I thought you were calling me to say you received them. One was a good close-up. I packed them carefully with cardboard between each photo."

Later that day, I had a gut feeling that something was amiss. I remember I had instructed her if she found the mislaid photos that she should first make a photocopy to send to me by mail. Then, I suggested she call Sheila as had been rearranged to show her the originals and let her deliver them to me the safest way. As an alternative, I suggested that once I received the photocopy or even a FAX, she could send the originals to me by registered mail or Federal Express.

The photos never arrived.

Following is a profile of Professor Simpson by researcher Sheila Franklin based on her keen observation of her behaviorisms and revelations during a personal interview on July 10, 1993:

### **"The Professor and the Professor"**

Edith Simpson is one of those special teachers that we remember. She knows how to stimulate an often-difficult subject matter and make it palatable and digestible. That is why I heard about her. Simpson is a professor at a southern college in the department of Earth Sciences. My friend Wanda's son is one of her students, probably one of her more favored students, since Wanda also has a social relationship with Simpson. When Wanda heard about my interest in UFO research, she suggested that I meet Edith Simpson. She said that Simpson, in an attempt to keep students' minds open to the infinite possibilities in the cosmos, told an incredible account of her personal experience with the unknown. Simpson said that in 1947, she had seen with her own eyes the bodies of non-human occupants of a spacecraft and the remnants of the craft in which they had crashed. Of course, I asked Wanda to set up a meeting with Edith and to do that as soon as possible. It took over 3 months until we met.

We met at a restaurant that Professor Simpson favored. It was across the street from her home. She had been going there for many years and knew everyone. Simpson brought along her long-time friend, Marge. My friends Susan, Wanda and I completed the dining group. Professor Simpson is a tall, sturdy woman, 64-years-old. She has a commanding, pedagogical presence. She is definitely not a wimp. She uses language very precisely. Accustomed to the paranoia of UFOlogy and witnesses' fears of being seen or heard in public, I was amazed at Simpson's lack of paranoia. I had my tape recorder and microphone out and asked if there was a more private space to hold our conversation, but she insisted that it was perfectly fine to interview her right in the center of the dining room, while we were being served. She made no attempt to lower her voice or mince her words. It was her ball game and ballpark. Waiters and other diners must have overheard our conversations. Apparently, Simpson did not seem to care and she had quite a bit to say.

Edith Simpson was a very bright student, probably brilliant. Her interest was in the sciences. In the summer of 1947, she was one of the university students chosen to study advanced physics with a world famous scientist at an eastern university. It was a dream come true for her. The time spent with him that summer was more of an experience than she had expected. The Professor, as she called him, was very warm and friendly to all he met. He especially took a liking to her.

While she was with The Professor that summer, he was summoned by the U. S. government to come to an emergency meeting, a gathering of the elite in many areas of sciences and military, to a place in the southwestern or western United States. Edith Simpson, 18-year-old student, was asked by The Professor to go with him to his special meeting. Since all of the students that were studying with him that summer needed a security clearance, she already had one and was allowed to attend the meeting with him, as part of his entourage. She had no idea, at the beginning of the trip, what would ensue.

The details of her experience of the meeting are examined in the foregoing section of Stringfield's monograph, but how Professor Simpson related the details to me, I believe, is more than interesting. She did not expect such an intense inquisition on my part. At first, her responses were somewhat limited, at times cryptic. Often, she

would return to a past vague statement and embellish the details as if some kind of veil was being lifted away. Sometimes she would say, 'I haven't really thought about this in a long time,' or 'I don't understand why I don't remember this now. I should know this!' The more I prodded her and returned to past questions, the more she seemed to have definite responses. Her eyes reflected brightly with every newly remembered data bite. I wondered whether she was really remembering or just giving me what I wanted to hear. Probably, the answer to my own internal query came in further questioning.

I asked Simpson if after she returned to academic life she ever had any follow-up hone calls or contacts with any government agencies. At first, she replied that she didn't think that she had, although soon after she returned, she had a feeling that someone was listening in on her phone calls. But it was just a vague feeling and nothing came of it. Then, Simpson recalled an experience she said she had forgotten, but upon my questioning just remembered. She said that she was called out of her college class by the Dean.

He introduced her to a woman that he called a 'psychologist.' He said that the 'psychologist' wanted to ask her some questions and that she should go with her. Edith followed her to a cleared out utility closet. There were just two chairs in it. They sat down and the 'psychologist' proceeded to ask her one question: 'As a child, did you walk or talk first?' The next thing Edith could remember was that she looked at her watch and it was an hour and a half later! She couldn't recall anything that had transpired in that hour and a half. Professor Edith Simpson said, 'It was just as if she had hypnotized me, although I had nothing to hide. But I just didn't know what the probe went to.'

I thought that off-handed statement about the 'psychologist' could be important. It might prove the beginning of a mind control scenario, one way or another. I asked whether she had ever had any buzzing or ringing in her ears currently. or in the near past had any strange phone calls come at regular intervals? Simpson looked across the table at her friend Marge and they shared a knowing glance. 'Oh, yes, I often have had phone calls where no one was responding.' At first, Simpson said that she thought that they were just 'wackoos' who were interested possibly in breaking into her home. But then she continued, 'I thought for several years that maybe the

government wanted to know whether I was telling anybody about what happened and they'd listen in and I sensed that. But that was just my own perception and has no basis in fact whatsoever.'

Professor Simpson has a penchant for ambivalence on the matter of government concern about what she knows. At first, she denies that there is any interest in her and then she indicates the polar opposite of that position. On one hand, she feels she is nobody important and in the next statement she states an experience of feeling watched. She stated another incident while she was working at her current college where a 'couple of Federal men came by one day and asked a lot of general questions about me to different people. I wondered what they were asking those kind of questions for?'

Professor Simpson revealed that she has been having continual problems with the IRS since 1975 that have not been resolved yet, even though she has affidavits from many witnesses regarding the existing problems. Then there is the unending scenario of disputes she has with her local municipal government-related to her home property. She is currently in court over these. In the last few years, her home phone service has been regularly interrupted. For the last three months, there has been a constant busy signal on her line. She has not been able to use her phone. The phone company says it is a problem within the home lines and Simpson maintains that it is the Bell System. No matter, she is incommunicado by phone and is only reachable at her school's office.

Most bizarre is Professor Simpson's being the one woman victim of a major crime wave. In the last seven years, she states that she has been subjected to six home invasion burglaries, fifteen muggings (we were shown scars to corroborate this fact), and numerous car thefts and break-ins. Professor Simpson's friend, Marge, shook her head in agreement to all of this terror. I asked Marge, who is older and more fragile-looking than Simpson, if she has encountered the same problems. She replied that she just had one mugging only! Showing my incredulous reaction at the large number of criminal events in Edith Simpson's last few years, I said, 'Don't you think that is an outrageous amount of crime directed at you?' Professor Simpson shrugged off her response with, 'This neighborhood isn't what it used to be.' My friends and I looked at each other and knew that there must be more to this than just a neighborhood in transition.

There certainly was. Perhaps the reason for all of this crime was the fact that Professor Simpson said she had in her possession forty-eight 35mm photos of what she saw with The Professor in 1947. She said that the 'scientific group' that was there had access to them. The spaceship and the dead aliens, in both full figures and parts of bodies, appear in them. I asked her if I could see the photos and Professor Simpson replied that most of them are no longer in her possession. She said that her car was stolen from a large shopping mall and that the briefcase in which she carried most of the photos was in the stolen car. Simpson said that the car and the photos have been found and retrieved, but that the police refuse to release them. She says that the police told her that they had the photos even though she did not list the contents of her briefcase on the police report. She was afraid to say what the photos were, due to her position at the college and in the community. Although when the police told her that her car had been found, they also mentioned they found the photos and made sarcastic remarks about the subject matter. She said that she was afraid to make an issue about the photos since she was having so many problems with the local municipal government, but would take up the issue of their return once her problems have been resolved.

The level of high strangeness in the every day life of Professor Edith Simpson seems to be more than the average person can tolerate or endure. There was a period of missing time in Simpson's life that occurred about 5 years ago. One Friday night, she went to sleep and was awakened the following Monday morning by her friend Marge and Marge's husband, Allan. The couple had tried to phone Simpson the entire weekend, but with no response. They feared that she was dead, since her car was in the driveway and she was expected to be at home. Allan had to break a window and enter her home. They found her asleep in her bed. Professor Simpson said that she could not remember anything about that weekend, including getting up to go to the bathroom. She said it was a total blank in her mind. She supposed that she might have had the 'flu or something.'

In my attempt to corroborate Professor Simpson's statements, I had a number of dead ends. She was vague on specific dates and having a very common first and last name, the computer lists of incidents of crime are difficult to penetrate. I know for sure that she is, indeed, a professor of long time standing at the college. She is also well-known and has resided in the same community for 50 years. She

showed no anxiety about discussing the issues of 1947 and The Professor she adored. If she did experience the viewing of the aliens and the craft with The Professor, it is very possible that she might be under mind control and surveillance by governmental agencies and has been since the viewing first occurred. This would explain the session with the 'psychologist,' the 'lost weekend,' and the vagueness about dates that things occurred. It also might relate to the municipal, IRS and telephone problems. But if she truly was under mind control and pressure, why would she even mention her experience - let alone say that she has photographic evidence to substantiate this?

If Professor Edith Simpson is not telling the truth, what would be her motivation? She has a lot more to lose than to gain. She is an esteemed member of the community and has a job where being a weirdo is not well-tolerated. She carries herself with dignity and is very articulate. If she is nothing but a nut, she could easily fool a lot of people into believing that she is telling the truth. But then there is also the chance that the 'powers that be[' want us to THINK that she isn't playing with a full deck and WANT us to feel that she lacks credulity! Simpson knows some details about a 1947 crash case that has not been published, although, there are still many missing pieces in that puzzle that she created for us."

**Len Stringfield:** There was one last effort to procure the photo. After I had expressed my dismay that I had not received the two photos she claimed she sent by First Class mail, I told her on November 18, that I would ask Sheila to call her to make an appointment to visit her college or her home to obtain the duplicate copy. Sheila called and Professor Simpson, busy, agreed to call back Monday, November 22. She did not call. On November 23, Sheila called again offering to visit her at her earliest convenience, but her response was a story of woe.

Following is Sheila's brief account that describes our failure to produce what could have been a pictorial breakthrough. But, the Simpson scenario might have had other arcane ties. Sheila explains in this, her final report dated December 9, 1994, a sudden shift from Simpson to her own sinister happenings which follows.

## Part 6 - *UFO Crash/Retrievals, Status Report VII* by Len Stringfield

### Words on a Window Frame: A Whimsy or a Warning?

**Investigator Sheila Franklin:** "On November 23, 1993, I had my last phone conversation with Professor Simpson. It was not satisfactory to me. She had a litany of problems that led to excuses as to why she could not provide 'copies' of the photos we requested. The problems she enumerated were so many and so burdensome that it seemed more than one sixtyish woman alone could bear. At the end of our lengthy conversations, she did what she always had done. She promised our satisfaction, but sometime way down the line. After all of the months of dealing with her, I did not expect anything more of her.

Little did I anticipate that I had a surprise on the way. On November 24, 1993, after I had completed an early morning tennis match, I went to answer the phone in my den. As I was seated at my desk, I turned to the windows that faced directly out at the ocean. The windows are modern awning-type that have metal frames. They encompass three windows together each with four panes that open in an awning-type fashion. In the center window on the center metal frame, I thought I saw some kind of writing. I went to the window and could not believe my eyes. There, deeply etched into the metal, were the words - COME HOME MY LOVE - and what looked like the initials O. H. I was shocked. I tried to rub the words out, but they wouldn't erase. They were engraved into the metal. I look out of the window every day that I am home. It is my favorite window to stand in front of, since it has the best view. I have lived in the

apartment for thirteen years and never saw this writing before and it would be hard to miss! I check out the weather there every day, especially the days that I am playing tennis. Why and who would do this? How and when did they get into my home?

My first thought was to check with the cleaning person, Yvonne, who worked for my condo and also cleaned my apartment and windows every two weeks. She has been doing that for eight years and is absolutely trustworthy. I wanted to know if she had ever seen this before. She had just washed the windows five days prior. She said that she had never seen the writing before. I then beeped my friend, Don, who had remodeled my apartment nine months prior and knew every inch of the place. I had him inspect the engraving and he, too, said that he had never seen that before and would have noticed!

The fact that there was no evidence of a breaking or entering really bothered me. There also was nothing missing or out of place. That meant to me that the intention was not criminal, even though the act was. How did the person or persons get into my apartment? The only people who had keys besides myself are my mother and Yvonne. I live in a building that has 24-hour security guards at the main entrance, but for the days from November 22-24, 1993, the service entrance was fully open and unlocked, due to the laying of hallway carpeting in the building. It would be quite easy for someone/s to slip into the building and ride the elevator to my 10th floor apartment completely unnoticed.

What I found most ominous was the message engraved into the window frame - COME HOME MY LOVE. It certainly sounded chummy, kind of like an unrequited lover or a languishing one. To my knowledge, there is no one in my life that fits that stereotype. Romance has not been my focus, since I got involved in UFOlogy.

The logical progression then is to assume that this is linked to the case of Professor Simpson. I am sure that the verbiage used in the message was meant to be construed by the *non-cognoscenti* as innocuous, nebulous and shoulder-shrugging. If it was threatening, it would be more damning to the agent/s involved and lend credence to the illegal entering of my home. I decided to make a police report on this, even though I knew that it would be considered a non-event to them, as there was no real evidence of a crime, other than my say-so. The police officer took the information and it was stated on the police report as a 'Miscellaneous Incident.' The officer said that in over 22 years of his time on the force in the area, it was the

first time he had ever been to my building for any kind of an incident. I agreed with him that in the 13 years that I lived in the building, there had never been a burglary by an unknown individual.

An important postscript to this relates to possible phone surveillance on others who are connected to me. After this event, I decided to phone my good friend, confidante and private investigator, Andy. When I told Andy what had transpired, he thought it quite bizarre, even for agents. He also mentioned that he had been having anomalous drops on his phone lines. He would lose phone calls in mid-conversation. His contact within the phone company could not understand where this draw on the line was coming from, even though it appeared that the phone computer room tap was off his line. Now, two weeks have passed. Andy states that he and his wife have tried to phone me from their home and cannot get my phone. He said that a recorded phone message comes on saying that my phone does not accept incoming messages, or there is a continual busy signal, despite the fact that I have call-waiting. No other people have indicated the same problem with my phone.

Concurrently with Andy's phone problems, my friend, Don, who I had beeped initially about the engraving, also had immediate problems with his phone. He could not get any calls out and only one call in on his phone. He was very upset since it included Thanksgiving Day, when he wanted to phone his family. When he checked with the phone company, no reason for the problem was given. The service interruption disappeared after two days.

My conclusion to this event of very high strangeness is that there is no doubt someone/s unknown illegally entered my home and defaced my property with the intent to intimidate me. The synchronicity time-wise, it appears, relates to the completed case of Professor Simpson. Why 'they' waited for completion is questionable. Perhaps, it is meant to be a permanent reminder of the eternal vigilance of the agents."

### **An Alleged 1952 UFO Crash The Media and The Censors**

My source for this story is Robert Oliveri, an electronic technician, reaching him at his lab in August 1993. Robert is a cousin of Joe from whom he learned of the New York newspaper's headline story of a UFO crash in 1952 and of the events that followed at his parents' apartment in the Bronx. According to Robert, Joe's father overheard a brisk discussion between two government agents and his neighbor, an occupant below him on the third floor. The gist of

their inquiry was to ascertain whether a copy of the newspaper was purchased at the nearby newsstand. Robert is not sure whether or not the neighbor surrendered his paper, but his uncle reasoned that he would be next to face the inquisition. Acting on an impulse, he hid the newspaper under the kitchen linoleum.

Commented Robert, "In those days before air-conditioning, occupants in hot weather depended on screen doors and rarely closed doors to allow for ventilation. Everybody knew everybody else's business."

When the inquisitors came, Joe's dad explained that he had not yet bought the evening paper and out of curiosity asked simply, "Why all the concern?" The frank response: "A flying saucer story got into the paper which was not true and the government feared that it would upset the public."

Like a dreaded curse, the newspaper was left to rest in its tomb under the linoleum until the early 1960s. Knowing of his son's blossoming interest in UFOs, he finally opted to uncover and show him the newspaper, now yellow with age, and to admit his feelings of guilt when he misinformed the agents.

Stunned, Joe shared his secret with cousin, Robert. Regrettably, the fate of the newspaper is unknown. Joe believes that his dad returned it to its grave under the linoleum. Three years later, Joe and family moved to Florida, minus the newspaper.

According to Robert, the photo in the newspaper first caught his eye. Taken by a flash camera at night, the disc-shaped craft had crashed head-on, submerging tilt-wise into a sandy terrain. No windows were visible, he said, but he recalls seeing an opening on the underside of the craft's tilted rear. Around the disc were many footprints apparently made by retrieval personnel, but no one appeared in the picture.

Looking back into the early years of UFO activity, starting with the Roswell incident in 1947, most of its low-level sorties were concentrated over military bases, nuclear, rocket and missile test facilities and high-tech industrial sites.

Indeed for the U. S., these were perilous times. Geopolitically, a war of aggression raged in Korea. Communist China menaced all of Asia and of even greater consequence, was the threat of nuclear war with a hostile Soviet Union. Equal to these terrestrial problems were the unpredictables of a UFO incursion.

Boasting strategists, however, believed that the U. S. could cope with the world's tensions, having confidence in their early H-bomb and missile

superiority. But the non-terrestrial UFO was anathema; a scientific embarrassment and a potential trouble-maker for mankind's philosophies, religions and eventually the economy. Despite the evidence of UFO crashes, losing aircraft during intercept missions, and some frightening encounters with nondescript entities, the strategists devised a plan to hide the real facts and in many clever ways, manipulated the public into thinking that the interloper and its little green men were a fantasy.

In spite of secrecy and censorship, there is leakage of sensitive information. But, without official confirmation, it fades into the rumor mills and if the name of the source is not revealed, the media is not interested.

### **Media Censorship and UFO Cover-Up**

Now for a look into the early role of the media in the UFO cover-up and its submission to censorship.

## Part 7 - *UFO Crash/Retrievals, Status Report VII* by Len Stringfield

### **FBI Confiscates Newspapers and Magazines About UFOs**

According to several sources, there were instances when news of a UFO crash broke through the censors and reached the newsroom of a TV or radio station or a newspaper['s city desk. With firsthand facts and photos, the big story was released and then, presto! squashed.

In one case in 1952, a New York daily newspaper headlined a crash story in its "bulldog" or 9 PM edition. Copies were delivered as usual to newsstands, the first loads going to a neighborhood in the Bronx. Official reaction was swift. Agents, thought to be the FBI, took the remaining copies at the newsstands and made a door-to-door sweep in all the nearby apartments to round-up any of the bulldog strays.

"Most of the copy about the crash, I've forgotten," lamented Robert. "I do remember that three bodies were recovered: two were dead, one injured, still alive. The crash site, too, is not clear. I believe it occurred in New Mexico or Arizona because the terrain was sandy like a desert."

Also, the name of the newspaper is disputed. Joe thought it was *The Daily News*. Robert thought it was *The Daily Mirror*. "Both formats were similar," said Robert. But most of the key questions might never be answered. Probably all the copies of the bulldog edition were confiscated, either on arrival at the newsstands or earlier at the newspaper offices and distribution center. I also wonder if the source of the story was UPI or AP news wire services and if so, what happened at the various other media nationally? Or, was it an independent scoop? Whatever the case, it was a matter of national security to squash a UFO crash/retrieval incident.

Other early examples of a submissive media to UFO censorship were published in my *Status Report III, UFO Crash/Retrievals: Amassing the Evidence*. One,

occurring the same year, 1952, as in the Oliveri case, was reported by Richard Hall, then editor of the *MUFON UFO Journal* at the Fifth Annual Mufon Conference in 1981. Said Hall, "I personally heard a radio news report about a crashed saucer and occupants - one said to be still alive - about 1952, while I was working in a general store. Being young and naive in those days, I made little effort to document the story beyond listening for additional news on following newscasts, which of course, never came. I should have called the radio station, talked with the wire service persons, checked newspapers in a library and so on. Since I didn't, the story remains only an interesting anecdote."

In 1980, George Fawcett, veteran researcher in Lincolnton, North Carolina, gave me the name of Leon Crice to call who distinctly remembers TV Station WDEL-N, Wilmington, Delaware, being cut off the air when showing a newsreel about a crashed UFO. I called Crice in April 1980 and quote part of his story here that was published in *Status Report III*: "It was about 1948," he said, "when my wife and I were watching the news on our new TV set that a disc-shaped object was shown stuck, slightly tilted, in a sand dune. It had a dome at the top and no windows," adding, "I recall that the narrator said that it crashed on the Mexican border near the Rio Grande (river)." As the film rolled, Crice said, it clearly showed soldiers moving around the object and in the background were jeeps, a low-boy rig and crane and some Mexicans watching." He also remembers that when the narrator mentioned bodies being recovered and that the craft had been shipped to an air base in California, his voice was cut off and the TV screen went black. There was no station apology and seconds later, the news continued on another subject.

Then there remains the unsolved mystery about an issue of a popular magazine in 1948 that published an exclusive story about a crash incident - with photo - and, lo and behold, it vanished. Well, almost vanished, except for a few copies that slipped into the hands of researchers. At first, claimants said they had "seen" the ill-fated story in the *Coronet*. But none was able to furnish a copy. Unfortunately, this story of confiscation was published in *Status Report III* which evoked a lot of interest. As a result, many dedicated researchers spent considerable time in libraries hoping to find the prodigal issue. Their search was futile.

Then from out of the woodwork, other deep-throaters surfaced with a new twist. They contended that the exposé was not in *Coronet*, but in *Pageant*. Of course, it is possible that *Coronet* and *Pageant* did actually publish the taboo UFO crash story and were forced to make a hasty replacement. In that event, all the public and academic libraries would have the corrected issue. But to balance out all the claims that postulate censorship and confiscation, I question the

*Coronet or Pageant* case.

Probably the most brazen incident of censorship happened in January 1957 when the voice of NICAP's Donald Keyhoe, appearing live on CBS-TV's *Armstrong Circle Theater* was cut off the air before a large national audience. Pitted against the Air Force's Spencer Whedon, Chief of the Air Technical Intelligence Command's Information Services, Keyhoe had deviated from the prepared script advocating a Congressional investigation to look into the UFO cover-up.

I watched the TV program and the unbelievable sight of Keyhoe's lips moving without sound. For the record, I had interviewed Whedon in August 1957, at his ATIC office in Wright-Patterson AFB. He was a tough, unbending anti-UFO spokesman with a booming voice. My interview was published in *Inside Saucer Post 3-O Blue*.

In spite of all the negativism, Keyhoe stood his ground, undaunted until his death, maintaining that UFOs were "interplanetary" - the word used in the early days - and that the public was being deceived by officialdom's "silence group."

### **The Clovis Crash Conundrum**

A large "something" crashed near Clovis, New Mexico in 1957, a year when UFO activity nationally was moderate to heavy depending on geography. It was also the year of Sputnik and feverish U. S. experiments to catch up with the Russian space exploits. For me, it was the last of a three-year stint of working in cooperation with the Air Defense Command screening and reporting to them through a coded phone system the UFO activity that I received "live" from police departments, sheriff's offices, the media and public percipients. In this capacity - and in spite of being advised that any Air Force counteraction once a UFO was confirmed became "classified" - I still got "privileged" or off-the-cuff information of intercept missions. UFOs were serious business in 1957.

Although Clovis is well beyond the rocket and missile test ranges, its general locale cannot be ruled out that it was safe from incidents when an experimental device failed and strayed off its prescribed course. Clovis was not immune to the pervasive UFO either. I remember shortly after I stopped publishing my monthly newsletter, *Orbit*, in March 1957, that I got a call from a man aware of my publication who claimed that he and his wife had seen a domed disc land at dusk in a rural Clovis schoolyard. Although my notes detailing the case are lost, the schoolyard factor stands out because such incidents were occurring frequently nationwide. Continuing through the years, I expressed my concern

for the selective schoolyard target and made reference to this syndrome in my book, *Situation Red: The UFO Siege*, published twenty years after the Clovis incident. Frankly, based on reports I received in the 1950s, anything with or without a U. S. identification could have landed or crashed *anywhere* in the busy hub of New Mexico.

The 1957 crash incident, based on information that researcher Debbie Valerio of Mansfield, Ohio, got from her source, Jake, was published in *Ohio UFO Notebook* in July 1993, edited by William Jones, Director of Mid-Ohio Research Associates in Dublin, Ohio. Later, Debbie and a co-researcher, Berta, visited me in Cincinnati to relate additional details and brought me a sample of the retrieved metal taken from the scene of the crash. On August 21, I talked with Jake at length and found his story essentially the same which appeared in the *Ohio UFO Notebook*. It follows.

### **"Clovis, New Mexico: Another UFO Crash Site?"**

Recently Mid-Ohio Research Associates (MORA) investigators interviewed a man we shall give the pseudonym, Jake. Jake served in the United States Army/Air Force from 1951 through 1960. At the time of his experience near Clovis, New Mexico, he was a Master Sergeant serving as a crew chief on fighter aircraft. He was on leave, traveling with two Air Force buddies from Kansas into New Mexico. They had no particular destination in mind; they just wanted to get away from work for awhile. The specific time period involved is uncertain, but it was in July or August of either 1957 or 1958.

They had heard rumors about a crash of some kind in New Mexico shortly before going on leave, mostly from pilots who had flown over the reported site. There was speculation among these returning pilots that the crash was unusual because no tail section could be seen among the wreckage.

When they left on their trip, starting from McConnell Air Force Base in Wichita, Kansas, they did not set out in an attempt to find the site. But as they got into western Texas, they began to hear further rumors about the crash as they talked to people they met along the way. So, they decided to see if they could find out more.

The site, as best as Jake can remember, was 30 to 35 miles southwest of Clovis. It was on a ranch. They found the site rather easily, first locating a

couple of military vehicles out on the highway and then following them in. They encountered no road blocks. When they arrived at the site, on a dirt road just off a small two lane paved road out in the country, they noticed a number of military vehicles parked near the top of a small rise. Included were a number of jeeps and trucks, a Buick staff car (one of the vehicles they had followed), a C-2 wrecker and two or three O-10 fire trucks. Since the area was supposedly an aircraft crash site, Jake thought it was strange that no ambulances were there. He stated that ambulances are usually kept near aircraft crash sites, even after bodies are removed, in case they are needed for the treatment of injuries incurred during the investigation and cleanup process.

Jake and his friends were spotted soon after they arrived since they were in a civilian car and wore no uniforms. However, just before this occurred, one of his friends noticed a small piece of material on the ground which he picked up.

The material was grayish-charcoal in color. It was oddly shaped and slightly bent, but it had not been broken. It was approximately 18 inches long, 10 to 12 inches wide and 5/16 of an inch thick. He remarked that it was the same color all of the way through. It was light in weight, perhaps 3 to 4 ounces. Neither of the three had ever seen any material like it. The friend scraped the material on a rock which created a scratch on the material's surface.

An Air Police officer came up and demanded that they put the piece back where they had found it. Jake's friend threw it to the ground. It hit a rock. The sound this made was not metallic, but more of a light thud. The police officer told the friend to pick it back up and place it back where it was originally found. This he did. The officer then demanded to know who they were. When they identified themselves, they were told to leave the area immediately.

Several other Air Force personnel had come up to them at this point, one being a 'full bird colonel.' This individual ordered them, 'What you see here, you forget.' They got back in their car and left the area. The Air Police followed them for some distance.

The three never did identify what had crashed. There were small pieces of wreckage around the area and ground marks that indicated that something large had impacted in the area, possibly having gone over the small rise in the land. The sparse bushes and trees in the area had been crushed and

disturbed and a telephone pole near the road was broken off.

Scuttlebutt, picked up both before they arrived on site and later, led them to conclude that the crash had occurred perhaps 3 to 5 days before, but the inspection team had arrived within less than twenty-four hours before their arrival.

Neither Jake nor his friends were ever approached later about the event. They never saw the crash referred to in the newspapers. The rumors around their base about the event died out soon thereafter and that is where the story ends.

This event cannot be identified as a crashed UFO, but is clear both from what Jake and his friends had observed and heard that a crash of some type of aircraft had occurred and it was apparently being treated somewhat differently from a regular plane crash. Unless more is learned from other sources, this is all that can be said about the incident."

## Part 8 - *UFO Crash/Retrievals, Status Report VII* by Len Stringfield

"The crashed UFO object 'looked like a whale.'"

**M.O.R.A. Follow-Up Data** from *Ohio UFO Notebook* July 1993 article by William Jones

According to Jake, he and his two friends had gotten into the area without being noticed. There were between 40 and 50 people in the area, some taking notes and measurements. Fire trucks, pickup trucks, wreckers, and jeeps were parked near the road they came in on. Several 'four-by' covered trucks were parked near the object which was located down in a river bed area. The object was sitting on the surface of the ground. It appeared that the object had come down, skipping over the surface of the ground before sliding down into the river bed. A telephone pole, a fence row, and a number of bushes and small trees had been knocked down.

The object 'looked like a whale.' It was charcoal in color and it did not appear to be damaged, although he couldn't see what the bottom looked like. He viewed the object from what he concluded was its rear or tail-end. The object was perhaps thirty feet long. It had 'slits' along its sides. As they were leaving the area, Jake picked up the small metallic pieces that were described in the previous issue of the *Notebook*.

According to Jake, he and his friends had returned to the Clovis area three weeks later on U. S. Air Force business unrelated to their experience. While there, they had gone to a restaurant in a small town south of Clovis

and entered into conversations with some civilians. One was a rancher who said that his cows were 'spooked' one night by a 'big object' that had landed on his property. The object had a glow to it. While he was watching, it took off suddenly. It emitted no sound. It flew over a hill in the distance. There was a flash, then nothing.

Two or three days later, the rancher heard that something strange had crashed in the area where the flash occurred, but he had heard no details. This area was near where Jake and his friends had seen their crashed object and the rancher's sighting had occurred only a few days before Jake and his friends had their experience. Jake does not remember the name of the rancher after all of these years. According to the rancher, other sightings were reported in the area during this same time period, some of which were mentioned in the local paper. A search for these articles is currently underway in Clovis thanks to the efforts of Carolyn Duce-Ashe of New Mexico MUFON.

There were sightings reported near Clovis at or near the time of the alleged crash as noted in Thomas R. Adams' 1992 report entitled, *Pardon the Intrusion or UFOs Over, On & Under (?) New Mexico*. Mr. Adams received personal communications which told of an October 23, 1957, UFO landing in the Clovis-Portales area; no other details are available. Also, on October 24, fifteen miles south of Cannon Air Force Base, multiple witnesses reported a daylight landing which left unspecified traces behind. The November 3, 1957, issue of the Medford (Oregon) Mail Tribune reported that a radio station owner had seen a streaking fireball on Saturday night, November 1, 1957. On Sunday, sightings and landings of egg-shaped craft were reported just across the state-line in the area of Lovelland, Texas.

It goes without saying that Jake's story rests solely upon his own testimony. So far, nothing that he has told us has been confirmed by any third party or independent source. We want to place on record that Jake has showed us his United States Air Force Certificate of Appointment to the 'permanent grade of Staff Sergeant' dated in 1959, and an Air Force Air Training Command Certificate of Proficiency dated in 1956 recording that he had successfully completed a course as an aircraft mechanic on a specific engine-type for the F-80C aircraft."

**Len Stringfield:** We cannot dismiss the Clovis crashed object as an awkward U. S. space experiment or as a nondescript spaceship. If such a U. S. Rube Goldberg creation existed in 1957, or was developed long before or long after

Sputnik, it probably was never duplicated - as I have never received another report of that description.

Impressed by the investigations of the Mid-Ohio Research Associates (MORA), I called Jake again on November 18, 1993, and leaving no stones unturned to trigger his recall into extraneous events, I managed to uncover a few more details - some significant.

At first we tried to define its shape, comparing it to everything from a manta ray, a whale, a cigar with a radical swept-back wing and finally a submarine with a slender nose with an inflated mid-section. Jake said, "For sure, it was not a U. S. aircraft, nor a modified cylindrical rocket fashioned after the German V-2. But whatever it was, it appeared to be a metallic, charcoal-colored vehicle he estimated to be 150 to 160 feet long. "It's slender nose was slightly tilted up," Jake said, "but I couldn't see its rear which had scraped a path of destruction for some distance, knocking down trees, a telephone pole and disintegrating a huge boulder before it got stuck in a deep ravine."

Jake reaffirmed that he saw no ambulances on the scene, indicating the absence of dead or injured crew members. On the other hand, he had no way of knowing that one or more had been there during early retrieval operations. However, he did recall that a bus was parked *alongside* the craft which could have substituted as a medical conveyance.

## Military Personnel On Scene Wore Asbestos and Silver Suits

On the issue of military personnel on the scene, I got new information. I had asked if tents had been pitched to accommodate the troops or a headquarters-type tent as a command post. No tents, he said, but there were many vehicles including the bus. Then came a surprise disclosure. Near the craft were a number of personnel *wearing asbestos and silver suits*. To Jake, that meant the possibility of their exposure to dangerous radiation. In this case, was the vehicle a U. S. atomic-powered test flight that failed? Or was it a UFO, known to be radioactive in some past instances in tactical operations?

Whichever, it would account for the prevailing secrecy when he and his companions were told to leave the area and to forget what they had seen and to keep their mouths shut.

As far as the metal fragments found scattered several hundred yards away from

the craft - some of which were surreptitiously pocketed by Jake or one of his buddies - we cannot be sure if they were the property of the downed craft or from a U. S. aircraft on an intercept mission which exploded and crashed. According to lab tests, the retrieved fragments were of *terrestrial* origin. See 2-page analysis reported by Andeco below.

# ANDECO

5643 East Seventh Street • Tucson • Arizona 85711 • (602) 790-9399

Walter W. Walker, PhD, P.E.  
Registered Metallurgical Engineer

To: William E. Jones  
3130 S. Dorchester Rd.  
Upper Arlington, OH 43221

PROFESSIONAL ENGINEERING REPORT NO. 93-10

SUBJECT: METALLURGICAL INVESTIGATION OF CRASH DEBRIS

The artifact which you submitted has been identified as a cast ALNICO V alloy permanent magnet. This magnet material was widely used for permanent magnet application from 1930 to 1970. Intrinsically stronger ferrite magnets have since replaced ALNICO magnets in many applications.

PRELIMINARY EXAMINATION:

Based on the characteristic coarse intercrystalline fracture surface, (FIGURE 1), and the brown tint on the as-cast surface, (FIGURE 2), the artifact was immediately recognized as a cast ALNICO permanent magnet.

IDENTIFICATION OF ALNICO ALLOY:

A separated crystal was taken from the vial and subjected to energy dispersive x-ray analysis in a scanning electron microscope. The elements identified in the resulting spectra, (FIGURE 3), are: iron, cobalt, nickel, copper and aluminum. Based on this composition, the artifact is tentatively identified as a cast ALNICO V permanent magnet.



Two-page metal analysis (1993?) of fragments allegedly picked up at July or August 1957 or 1958 UFO crash site in Clovis, New Mexico.

DISCUSSION

Cast ALNICO V permanent magnets have the maximum magnetic energy per unit volume of all ALNICO alloys. Therefore, they were widely used in military and civilian aircraft magnetos, (Reference #1).

Although extraterrestrials may use cast ALNICO V in flying saucers, the wide use of this material in terrestrial aircraft magnetos suggests that the reported crashed vehicle, (Reference #2), was a terrestrial aircraft.

If you encounter similar physical evidence cases in the future, I would be very interested in analyzing them

Sincerely yours,

Walter W. Walker  
Walter W. Walker, PhD., PE.  
for  
ANDECO

WWW/ph



Two-page metal analysis on Page 33 of Len Stringfield's 1994  
*UFO Crash/Retrievals, Status Report VII.*

In terms of physical effects, Jake came up with another surprise. One of his companions had a new Bulova digital watch, he said, that stopped working while near the crash site. He added that his (Jake's) watch, with a standard timepiece mechanism, was discovered to be running 20 minutes slow after leaving the crash site area.

What ever happened near Clovis, New Mexico, in the late 1950s, Jake felt unsafe to discuss his experience with anyone for years knowing that his two companions - after leaving the service - disappeared mysteriously and were never heard from again. The Clovis case is by no means closed.

## Part 9 - *UFO Crash/Retrievals, Status Report VII* by Len Stringfield

"All (Mexican) convoy personnel were dead, most within the trucks.

Some recovery team members, dressed in bio-protection suits, reconfigured the straps holding the disk object on the flatbed truck, then attached them to a cargo cable from the Sea Stallion (helicopter). By 1714 hrs., the recovered object was on its way to U. S. territory. Before leaving

the convoy site, members of the recovery team gathered together the Mexican vehicles and bodies and then destroyed all with high explosives."

August 25, 1974 report by J.S.

### **Mexican Crashes and U. S. Retrievals?**

### **An Alleged Crash in Chihuahua Reveals U. S. Intervention**

In my series of Status Reports, I have maintained a policy that I would not publish a major UFO event, including crash/retrievals, from anonymous sources unless it came from an intermediary known to me who, in turn, knew the source. The 1942 crash case and the geriatrics alien exam case reported earlier in this Status Report are examples.

Too often, research has been misled by hoaxed reports of UFO crash/retrievals designed to muddy the waters. But, in my judgment, there seems to be a legitimacy to the 1974 Chihuahua crash report. Despite the risk of publishing a bunch of baloney, the full text of the report is reproduced herewith, hoping that the incident can be verified or exposed as misinformation.

The Chihuahua report came to me from Elaine Douglass of Washington, D. C., officer of Operation Right To Know, who coordinated the picket march in Washington, D. C., in July 1993. Receiving it in the mail in the

summer of 1993, postmarked Santa Ana, California, she said, "It came probably as a result of publicity following the march."

The report was entitled *Research Findings on the Chihuahua Disk Crash*, bore the sender's initials, "JS," and was addressed to "Deneb Team Members" dated March 23, 1992. When Elaine and I discussed the report in August 1993, neither of us had seen it published before or knew of other copies in the hands of researchers.

One compelling reason I believe the report is worthy of space in this status report is based on my recollection that I had heard of the Chihuahua case before, either in the late 1970s or early 1980s. The only detail I vaguely recall is that a U. S. military team had covertly crossed into Mexico to retrieve the object.

## Alleged UFO Crashes in Mexico

More on Mexico. I am aware of other incursions into that country. One was a naval retrieval in my January 1989 *UFO Crash/Retrievals: Is the Cover-up Lid Lifting?* I reported a case occurring in 1948 when a U. S. naval team from the U.S.S. McKinley docked in San Diego. It was a command ship, cargo class for amphibious operations, and was dispatched into a remote region to retrieve a "flying saucer." According to my firsthand source who was a messenger aboard the ship, he heard a task force officer on his return say, "We got some dead bodies and some managed to get away." He also remembers reading a brief item in a San Diego newspaper about a crash in Mexico.

Also of pertinence, when I made my initial disclosure about UFO crash/retirevals in my *Retrievals of the Third Kind* at the 1978 MUFON Symposium in Dayton, Ohio, I was informed circuitously by the CIA several days in advance that it would be inadvisable for me to reveal information about UFO crashes in Mexico and West Germany.

Actually, I had no reference of Mexican crashes, but neither the CIA nor anyone else knew what I had tucked into my status report. Looking back, as I learned more about Mexican expeditions, I suspect that the concern focused on illegal entries into that country to recover alien craft. Thus, the alleged Chihuahuan crash in 1974 would have been of significance. See *The UFO Crash/Retrieval Syndrome* (1980) for reference to the CIA advisement that I should avoid mention of retrievals of UFO crashes in

Mexico. Reviewing the text of the report initialed "JS" which follows, I find that it is authoritatively written, using correct military terminology and, of note and unlike a hoax, draws a line between so-called "hard evidence" and that which is speculative.

*Research Findings on the Chihuahua Disk Crash* - August 25, 1974,  
initialed by JS.

"On 25 Aug. 74 at 2207 hrs., U.S. Air Defense radar detected an unknown approaching U.S. airspace from the Gulf of Mexico. Originally the object was tracked at 2,200 knots (2,530 mph) on a bearing of 325 degrees and at an altitude of 75,000 feet - a course that would intercept U. S. territory about forty miles southwest of Corpus Christi, Texas. After approximately sixty seconds of observation, at a position 155 miles southeast of Corpus Christi, the object simultaneously decelerated to approximately 1700 knots (1,955 mph), turned to a heading of 290 degrees, and began a slow descent. It entered Mexican airspace approximately forty miles south of Brownsville, Texas. Radar tracked it approximately 500 miles to a point near the town of Coyame in the state of Chihuahua, not far from the U. S. border. There the object suddenly disappeared from the radar screens.

During the flight over Mexican airspace, the object leveled off at 45,000 feet and then descended to 20,000 feet. The descent was in level steps, not a smooth curve or straight line, and each level was maintained for approximately five minutes.

## Tracked On Two Military Radars

The object was tracked by two different military radar installations. It would have been within range of Brownsville civilian radar, but it is assumed that no civilian radar detected the object due to a lack of any such reports.

The point of disappearance from the radar screens was over a barren and sparsely populated area of northern Mexico. At first it was assumed that the object had descended below the radar's horizon and a watch was kept for any re-emergence of the object. None occurred.

At first it was assumed that the object might be a meteor because of

the high speed and descending flight path. But meteors normally travel at higher speeds and descend in a smooth arc, not in 'steps.' And meteors do not normally make a thirty-five degree change in course. Shortly after detection, an air defense alert was called. However, before any form of interception could be scrambled, the object turned to a course that would not immediately take it over U. S. territory. The alert was called off within twenty minutes after the object's disappearance from the radar screen.

Fifty-two minutes after the disappearance, civilian radio traffic indicated that a civilian aircraft had gone down in that area. But it was clear that the missing aircraft had departed El Paso international with a destination of Mexico City and could not, therefore, have been the object tracked over the Gulf of Mexico. It was noted, however, that they both disappeared in the same area and at the same time.

With daylight the next day, Mexican authorities began a search for the missing plane. Approximately 1035 hours, there came a radio report that wreckage from the missing plane had been spotted from the air. Almost immediately came a report of a second plane on the ground a few miles from the first. A few minutes later, an additional report stated that the second 'plane' was circular shaped and apparently in one piece although damaged. A few minutes after that, the Mexican military clamped a radio silence on all search efforts.

## CIA Monitored Mexican Government UFO Crash Retrieval

The radio interceptions were reported through channels to the CIA. Possibly as many as two additional government agencies also received reports, but such has not been confirmed as of this date. The CIA immediately began forming a recovery team. The speed with which this team and its equipment was assembled suggests that this was either a well-rehearsed exercise or one that had been performed prior to the event.

In the meantime, requests were initiated at the highest levels between the United States and Mexican governments that the U. S. recovery team be allowed onto Mexican territory to 'assist.' These requests were met with professed ignorance and a flat refusal of any

cooperation.

By 2100 hrs., 26 Aug. 74, the recovery team had assembled and been staged at Fort Bliss. Several helicopters were flown in from some unknown source and assembled in a secured area. These helicopters were painted a neutral sand color and bore no markings. Eyewitness indicates that there were three smaller craft, very probably UH1 Hueys from the description. There was also a larger helicopter, possibly a Sea Stallion. Personnel from this team remained with their craft and had no contact with other Fort Bliss personnel.

## Mexican UFO Recovery Team Died - From What?

Satellite and reconnaissance aircraft overflight that day indicated that both the crashed disk and the civilian aircraft had been removed from the crash sites and loaded on flat bed trucks. Later flights confirmed that the convoy had departed the area heading south.

At that point, the CIA had to make a choice: either to allow this unknown aircraft to stay in the hands of the Mexican government; or to launch the recovery team, supplemented by any required military support and take the craft. There occurred, however, an event that took the choice of of their hands. High altitude overflights indicated that the convoy had stopped before reaching any inhabited areas or major roads. Recon showed no activity and radio contact between the Mexican recovery team and its headquarters had ceased. A low altitude, high speed, overflight was ordered.

The photos returned by that aircraft showed all trucks and jeeps stopped, some with open doors, and two human bodies lying on the ground beside two vehicles. The decision was immediately made to launch the recovery team, but the actual launching was held up for the arrival of additional equipment and two additional personnel. It was not until 1438 hrs. that the helicopters departed Fort Bliss.

The four helicopters followed the border down towards Presidio and then turned and entered Mexican airspace north of Candelaria. They were over the convoy site at 1653 hrs. All (Mexican) convoy personnel were dead, most within the trucks.

## CIA Recovery Team Took Over Disk

Some (CIA) recovery team members, dressed in bio-protection suits, reconfigured the straps holding the disk object on the flatbed truck, then attached them to a cargo cable from the Sea Stallion (helicopter). By 1714 hrs., the recovered object was on its way to U. S. territory. Before leaving the convoy site, members of the (CIA) recovery team gathered together the Mexican vehicles and bodies and then destroyed all with high explosives. This included the pieces of the civilian light plane which had been involved in the mid-air collision. At 1746 hrs., the Hueys departed.

The Hueys caught up with the Sea Stallion as it re-entered U. S. airspace. The recovery team then proceeded to a point in the Davis Mountains, approximately twenty-five miles northeast of Valentine. There they landed and waited until 0225 hrs. the next morning. At that time, they resumed the flight and rendezvoused with a small convoy on a road between Van Horn and Kent. The recovered disk was transferred to a truck large enough to handle it and capable of being sealed totally. Some of the personnel from the Hueys transferred to the convoy.

## CIA Transported Recovered Disk from Mexico to Atlanta, Georgia

All helicopters then returned to their original bases for decontamination procedures. The convoy continued non-stop, using back roads and smaller highways and staying away from cities. The destination of the convoy reportedly was Atlanta, Georgia.

Here the hard evidence thins out. One unconfirmed report says the disk was eventually transferred to Wright-Patterson A. F. Base. Another says that the disk was either transferred after that to another unnamed base, or was taken directly to this unknown base directly from Atlanta.

## Disk Description

The best description of the disk was that it was sixteen feet, five inches in diameter, convex on both upper and lower surfaces to the

same degree, possessing no visible doors or windows. The thickness was slightly less than five feet. The color was silver, much like polished steel. There was no visible lights nor any propulsion means. There were no markings. There were two areas of the rim that showed damage, one showing an irregular hole approximately twelve inches in diameter with indented material around it. The other damage was described as a 'dent' about two feet wide. The weight of the object was estimated as approximately one thousand, five hundred pounds (1,500 lbs), based on the effect of the weight on the carrying helicopter and those who transferred it to the truck. There was no indication in the documentation available as to whether anything was visible in the 'hole.'

It seems likely that the damage with the hole was caused by the collision with the civilian aircraft. That collision occurred while the object was traveling approximately 1700 knots (1,955 mph). Even ignoring the speed of the civilian aircraft, the impact would have been considerable at that speed. This is in agreement with the description of the civilian aircraft as being 'almost totally destroyed.' What was being taken from the crash site were pieces of the civilian aircraft. The second damage might have resulted when the object impacted with the ground. The speed in that case should have been considerably less than that of the first impact.

## Disk Occupants?

No mention is made of the occupants of the civilian aircraft. It is not known if any body or bodies were recovered. Considering the destruction of the civilian light aircraft in mid-air, bodies might well not have come down near the larger pieces.

Unfortunately, what caused the deaths of the Mexican recovery team is not known. Speculation ranges from a chemical released from the disk, as a result of the damage, to a microbiological agent. There are no indications of death or illness by any of the (American) recovery team. It would not have been illogical for the recovery team to have taken one of the bodies back with them for analysis. But there is no indication of that having happened. Perhaps they did not have adequate means of transporting what might have been a biologically contaminated body.

Inquiries to the FAA reveal no documents concerning the civilian aircraft crash, probably because it did not involve a U. S. aircraft nor did it occur over U. S. airspace.

It should be noted that the above facts do not tell the complete story. Nothing is known of the analysis of the disk craft or its contents. Nothing is known about the deaths associated with the foreign (Mexican) recovery team. Nor is it known if this craft was manned or not.

Other questions also remain, such as why would a recovered disk be taken to Atlanta? And where did the disk come from? It was first detected approximately 200 miles from U.S. territory, yet U. S. air defenses extend to a much greater distance than that. If the object descended into the atmosphere, perhaps NORAD space tracking has some record of the object. Alternate possibility is that it entered the Gulf of Mexico under radar limits and then 'jumped' up to 75,000 feet. Considering prior behavior exhibited by disks of this size, it is probable that the entry was from orbital altitude.

The facts that are known have been gathered from two eyewitness accounts, documentation illegally copied, and a partially destroyed document. This was done in 1978 by a person who is now dead. Only in February of this year did the notes and documents come into the hands of our group."

## Part 10 - *UFO Crash/Retrievals, Status Report VII* by Len Stringfield

*"It is the collective view of this investigative body that the aircraft recovered by the Army and Air Force units ... are not of U. S. manufacture for the following reasons: a) The circular, disc-shaped 'platform' design does not resemble any design currently under development by this command nor of any Navy project. b) The lack of any external propulsion system, power plant, intake, exhaust either for propeller or jet propulsion, warrants this view."*

### *White Sands Proving Ground (WSPG) UFO Incidents of 1947: A Preliminary Report*

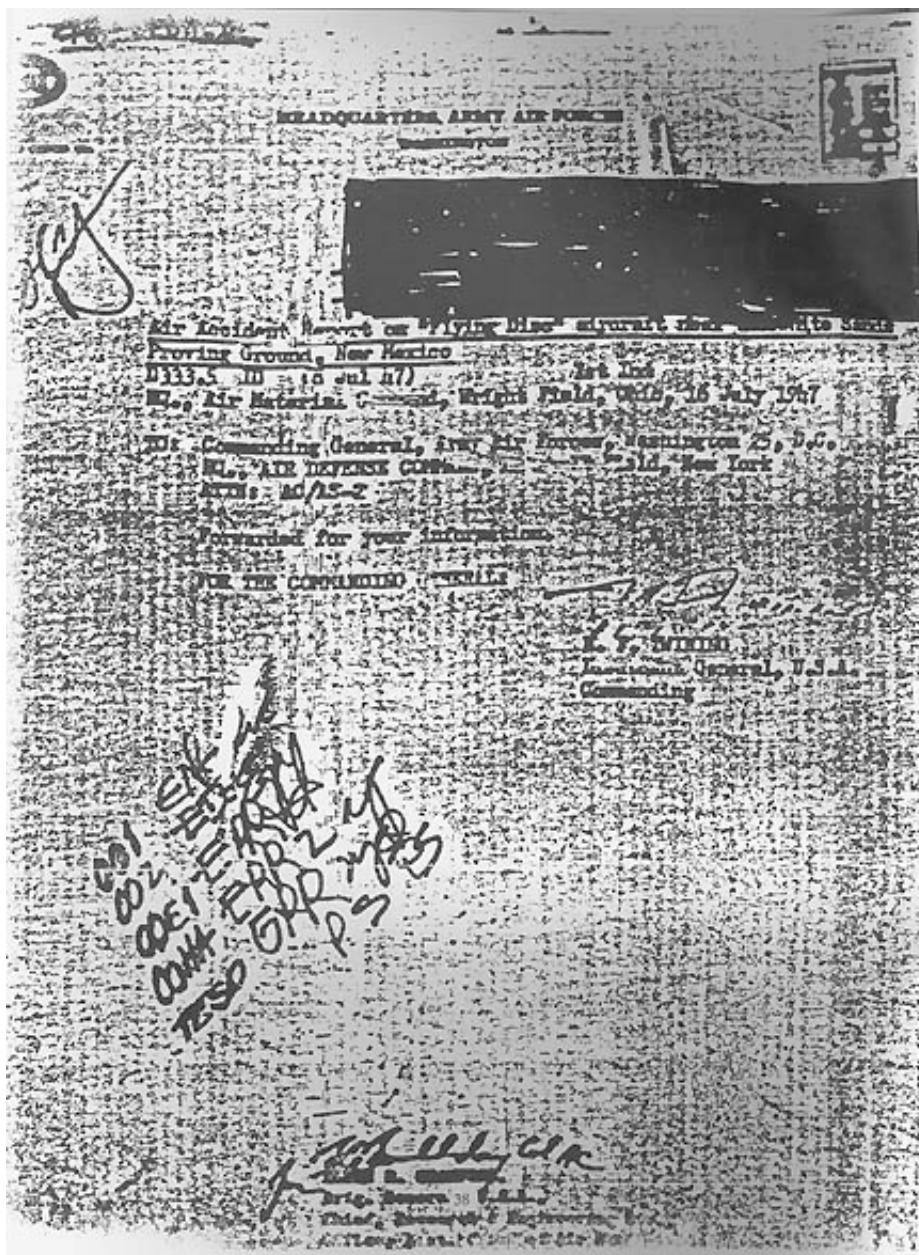
#### **Official Documents: The Real and The Fakes**

Many of us over the years have received or have seen copies of an alleged official document. They reach a selective list of activists hoping to find a few gluttons who will swallow its dramatic "inside" hoopla even though its source will never be known. Eventually, most of these documents, if not all, turn out to be fraudulent. Coming to mind are the questionable Majestic 12 papers. After their release through William Moore and Jaime Shandera, there was a flush of joy among researchers over their ostensible genuineness. But critics who dug deeply into the papers' 'officialsese' format such as Barry Greenwood, Editor of *Just Cause*, found flaws galore and the joy and the document eventually withered away into oblivion. As I have said before in this status report, there are clever tricksters in the Hall of Mirrors. Some are sick, some have agendas.

Hopefully, unlike the aforementioned, the document that follows seems to have a solid source, though it is a person I have never met. My intermediary, however, whom I have known for several years, prefers anonymity for reasons he explained and that I can accept. Also, I know

that under these conditions, the document at face value cannot be a smoking gun. But, in this business, where is the gun that smokes? While sworn testimony by solid witnesses might be legally persuasive in our judicial system, (it doesn't count) in the tightening disciplines of scientific UFOlogy, tons of UFO testimony is not proof. Well, unless it can be backed up by the claimant revealing a frozen alien cadaver from storage in his refrigerator or the spaceship's propulsion system hidden in his garage.

The text of the document presented here, I was told, was faded with age. But its pages have been re-typed for me by my intermediary to be readable. The covering letter, (shown below) however, copied from the original, remains obscure with parts of the text illegible, but I believe it is important that it is published for the record.



July 10, 1947, cover letter of WSPG Preliminary Report, showing signature of General Nathan F. Twining, reprinted on Page 38 of the February 1994 *UFO Crash/Retrievals*:

*Search for Proof in A Hall of Mirrors, Status Report VII, © 1994 by Leonard H. Stringfield.*

**"White Sands Proving Ground (WSPG) UFO Incidents of 1947:  
A Preliminary Report**

Cover Letter Dated July 10, 1947 and Signed by General Nathan F. Twining, U.S. Army/Air Force:

Headquarters Army Air Force  
Washington, D. C.

BLACKED OUT

Air Accident Report on "Flying Disc" aircraft over White Sands  
Proving Ground, New Mexico

D333.5 ID 10 Jul 47 (on this line is 1st In? not clear)  
?, Air Material Command, Wright Field, Ohio, 16 July 1947

TO: Commanding General, ?, Washington 25, D. C.  
HQ., AIR DEFENSE COMMAND, ? NEW YORK  
ATTN: AO/25-I ?

Forwarded for your information.

FOR THE COMMUNI ?

SIGNED: N. F. TWINING  
? General, U.S.A.  
Commanding

Bottom comments and signature difficult to read accurately.

1. As ordered by Presidential Directive, dated 9 July 1947, a preliminary investigation of a recovered "Flying Disc" and remains of a possible second disc, was conducted by the senior staff of this command. The data furnished in this report was provided by the engineer staff personnel of T-2 and Aircraft Laboratory, Engineering Division T-3. Additional data furnished by the scientific personnel of the Jet Propulsion Laboratory, CIT, and the Army Air Forces

Scientific Advisory Group, headed by Dr. Theodore von Karman. Further analysis was conducted by personnel from Research and Development.

2. It is the collective view of this investigative body that the aircraft recovered by the Army and Air Force units ... are not of U. S. manufacture for the following reasons:
  - a. The circular, disc-shaped 'platform' design does not resemble any design currently under development by this command nor of any Navy project.
  - b. The lack of any external propulsion system, power plant, intake, exhaust either for propeller or jet propulsion, warrants this view.
  - c. The inability of the German scientists from Fort Bliss and White Sands Proving Ground to make a positive identification of a secret German V weapon of these discs. Though the possibility that the Russians have managed to develop such a craft remains. The lack of any markings, ID numbers of instructions in Cyrillic has placed serious doubt in the minds of many that the objects recovered are not of Russian manufacture either.
  - d. Upon examination of the interior of the craft, a compartment exhibiting a possible atomic engine was discovered. At least this is the opinion of Dr. Oppenheimer and Dr. von Karman. A possibility exists that part of the craft itself comprises the propulsion system, thus allowing the reactor to function as a heat exchanger and permitting the storage of energy, unlike the release of energy of our atomic bombs. The description of the power room is as follows:
    - 1) A doughnut-shaped tube approximately thirty-five feet in diameter, made of what appears to be plastic material, surrounding a central core (see sketch in Tab 1). This tube appeared to be filled with a clear substance, possibly a heavy water. A large rod, centered inside the tube, was wrapped in a coil of what appears to be of copper material, ran through the circumference of the tube. This may be the reactor control mechanism or a storage battery. There were no moving parts of the spaces examined.
    - 2) This activation of an electrical potential is believed to be the primary power to the reactor, though it is only a theory at

present. Just how a heavy water reactor functions in this environment is unknown.

3) Underneath the power plant was discovered a ball-turret, approximately ten feet in diameter. This turret was encompassed by a series of gears that has an unusual ratio not known by any of our engineers. On the underside of the turret were four circular cavities coated with some smooth material not identified. These cavities are symmetrical, but seem to be movable. Just how is not known. The movement of the turret coincides with the dome-shaped cupola compartment above the power room. It is believed that the main propulsion system is a bladeless turbine, similar to current development now underway at AMC and the Mogul Project.

A possible theory was devised by Dr. August Steinhoff (a Paperclip scientist), and Dr. Werner von Braun and Dr. Theodore von Karman: as the craft moves through the atmosphere, it somehow draws the hydrogen from the atmosphere and by an induction process, generates an atomic fusion reaction (see Tab 2). The air outside the craft would be ionized; thus, propelling the craft forward. Coupled with the circular air foil for lift, the craft would presumably have an unlimited range and air speed. This may account for the reported absence of any noise.

e. There is a flight deck located inside the cupola section. It is round and domed at the top. The absence of canopy, observation windows/blisters, or any optical projection, lends support to the opinion that this craft is either guided by remote viewing or is remotely controlled.

1) A semi-circular photo-tube array (possibly television).

2) Crew compartments were hermetically sealed via a solidification process.

3) No weld marks, rivets or soldered joints.

4) Craft components appear to be molded and pressed into a

perfect fit.'"

## Part 11 - *UFO Crash/Retrievals, Status Report VII* by Len Stringfield

"It was like in no time and the Army was there. Kecksburg was under martial law. No one in and no one out. My mom and dad tried to get in, but they would not let them in. So they called my grandpa and asked him to come up and see if we were OK and he did. I heard people saying we were under martial law. You could see the Army everywhere, the jeeps and trucks and manpower.' Later that night, this witness and others saw a large cab with flatbed trailer hauling away something from the area."

Robert Blystone, Jr., Kecksburg, Pennsylvania Resident

### **Roswell Crash/Retrieval Update**

UFO debunkers have had, and will continue to have, a hard time shooting down the 1947 Roswell crash/retrieval case. They would have to make liars out of the hundreds of firsthand and support witnesses who have emerged to tell about their roles in the case.

I am pleased that I had the opportunity to talk with the former 509th Bomb Wing intelligence officer, the late Jesse Marcel on three occasions - the first on April 7, 1978, and twice again later, before his passing. His firsthand account of his retrieval task, backs up the testimony he had related to Stan Friedman. It was Marcel who broke the silence about Roswell which opened the floodgates.

New firsthand information about Roswell strengthens the case even more. This will be released in a newly published hardcover book in the Spring of 1994, authored by Kevin Randle and Donald Schmitt. Following is a statement about some of the disclosures, received from Randle, dated November 1993:

"The last two years have been extraordinary in the search for additional information about the Roswell UFO crash. Many new important firsthand witnesses of the craft and the bodies, including both military and civilian, have been located and interviewed.

The search for the archaeologists, at least in one aspect, ended when we - with the assistance of Tom Carey - located the leader of the expedition. In an interview conducted just weeks before he died, he confirmed that he had been there and he had seen it all. Interestingly, he said that he had been just north of Roswell and not on the Plains of San Augustin in western New Mexico. Another scientist, a vertebra paleontologist, told us that he had seen the military cordon thrown up just off Highway 285 north out of Roswell. All the names will appear in our hardcover book, *The Truth About the UFO Crash at Roswell*, available early in 1994.

Skeptics have often said that Roswell was a balloon and they say that no one saw the object in the sky. Because of that, the balloon explanation makes some sense, at least to them. We have found, however, a number of people who saw the object fall to the ground.

## Eyewitnesses Watch UFO Fall Out of Sky Near Roswell in 1947

These (eyewitnesses) include William Woody, an eleven-year-old boy in 1947, who said he saw a falling star that took a long time to fall. The next day, he and his father tried to locate the object, but were turned back by the military. His story fits into the new scenario we've developed based on the firsthand testimony.

Corporal E. L. Pyles, stationed at Roswell in 1947, also saw the object crash. Although at a radio facility 15 miles southwest of Roswell, he told of seeing a shooting star fall north of the town. Pyles, along with Woody and three others, have been able to corroborate the exact date of the crash: July 4, 1947.

Other aspects of the case have not progressed as well. The story told by Gerald Anderson, who claimed that as a five-year-old child he had seen the crashed saucer and dead, dying and uninjured alien pilots, collapsed when it was learned that he had lied about one aspect of his story and then created a forged document to prove his

claims. Other supposed documentation, such as a diary allegedly created by Uncle Ted Anderson, was written - not in 1947 - but sometime after 1974 about ten years after Ted died. With the lies, forged documents, and failed corroboration, the Anderson testimonies should be eliminated from the files.

MJ-12, or Operation Majestic Twelve, which seemed to verify the Roswell event has also collapsed. The fact that Rear Admiral Hillenkoetter's rank, as it appears on the document, is wrong suggests it was created, not by Hillenkoetter or someone inside the military, but by a civilian without an understanding of proper military protocol. Because Hillenkoetter is listed as the briefing officer, this is not a mistake he would have overlooked. Those with military experience understand this completely. Those who never served believe it to be unimportant.

But the real problem with MJ-12 is that it reflects the state of the Roswell investigation in the mid-1980s, rather than the truth. For example, the evidence now shows the recovery operation began on July 5, 1947, and not July 7, as the document claims. There were five bodies recovered and not four. It would seem that a document that is supposed to have been written by those on the inside would have reflected the truth. (For a complete analysis of both Gerald Anderson and MJ-12, see the forthcoming book, *History of UFO Crashes*, available at the end of 1994.)

The whole story of the Roswell crash, including the names of most of the firsthand witnesses who were on the impact site where the bodies were found, will be included in our new book. One problem we had was the interference of third parties. One man interjected himself into the Roswell case, questioned the integrity of one of our firsthand witnesses, and caused the witness to withdraw his permission to use his name. It should be pointed out that the information was corroborated by at least four other sources.

Roswell continues to be the best documented of the UFO crash stories. Questions that had lingered for years will soon be answered. And it is no longer necessary to rely on secondhand testimony. We now have firsthand sources who saw it all."

As with Roswell, a few vociferous, diehard debunkers, pick at Kecksburg. Ignoring a bedrock of correlative testimony by new and old witnesses, they grasp for minor peripheral flaws in a witnesses' character or behavior seeking out the guy who might claim he finally reached the crashed object on this cold December night in 1965 after tripping in a patch of daisies and getting stains on his Bermuda shorts. If no such silly anachronism can be exploited to discredit the case, the debunker might then try to negate the veracities of the dozens of witnesses or the reality of anonymous sources, hoping to create enough doubt about the event that the big media will shrug it off as too controversial.

Having talked privately with Stan Gordon, the prime investigator into the Kecksburg case, I know some of the details revealed by his anonymous and military sources. I, too, have a firsthand informant, an involved business man in the case who saw the bell-shaped object at Wright-Patterson AFB. Yes, something crashed at Kecksburg. Whether it is of extraterrestrial origin, or Russian, or a NASA fluke, or launched by a Somalian warlord, the event remains TOP SECRET.



"Acorn-shaped" UFO with strange symbols carved around its lower end was described by firemen who went to the crash scene. Object was a "strange copper color." Drawing on December 9, 1993 by Rick Rieger for investigator, Stan Gordon.

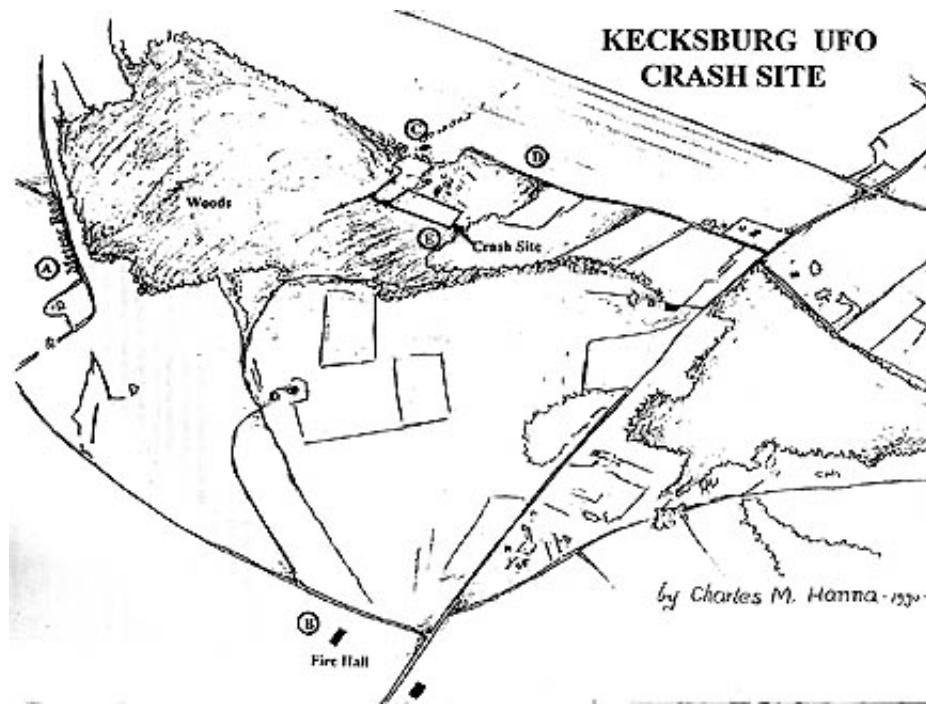
Stan Gordon, who extends investigative credits to Keith R. Bastianini and Dennis Smeltzer, updates the case as follows:

## "The Military Interest by Investigator Stan Gordon

Since the publication of Stringfield's *Status Report VI*, I have continued to seek out and investigate information and locate people who have knowledge of events concerning this important UFO case which occurred on December 9, 1965. This case regardless of the nature of the object involved, is important because it shows that our military already had in place a procedure to quickly respond to crashes of aerial objects of undetermined origin. This continuous search for evidence has been exciting and yet very frustrating at times. There is no doubt in my mind that late on the afternoon of December 9, 1965, an object plummeted from the sky into a wooded ravine near the village of Kecksburg in rural Westmoreland County, Pennsylvania.

From the testimony of multiple observers within a relatively short time after impact, military personnel and equipment arrived on scene and an operation was begun to locate, recover, and transport the object from the site. It is quite apparent that the military accomplished their mission quickly. According to news accounts and those who were in the area that night, hundreds of people crowded the narrow winding road (now called Meteor Road in remembrance of the 1964 event) that bordered the wooded area where the object was said to have impacted on that day. In the last few years since the Kecksburg case has become the subject of major TV and news coverage, much controversy has erupted around Kecksburg with outcries from a few of the remaining long time residents of the area, that the event is a hoax. Some claim that nothing happened at all that night, that nothing fell from the sky, and that few if any military types were even in the area.

But numerous other Kecksburg residents from that time have come forward, along with many outsiders, who found their way to the village that night after hearing news reports that a UFO had fallen in the area and that the military was searching for it. These observers have recorded their testimonies and are willing to testify that military personnel did conduct a mission in the area on that day. The enclosed map (sketch by Charles M. Hanna) which shows some of the major landmarks pertaining to the event.



A) is curve on Meteor Road where citizens watched; B) is Fire Hall; C) is Hays family's rented farmhouse; D) military concentrated on private lane; E) UFO impact area in ravine.

Drawing by Charles M. Hanna, 1990, for Stan Gordon.

The map attempts to indicate that from point (A) the curve on Meteor Road where most people were lined up that night glimpsing down into the woods, traveling down and around to the fire station and up the road that connects to the private lane (D) where much of the military activity was taking place, is separated ;by quite a distance. Those people who were on Meteor Road could only see lights in the distance, the actual impact area of the object was in fact not in the woods near the road, but on the opposite side of the woods down in the ravine (E). The Kecksburg Fire Station (B) was over the hill from the impact area. Observers, including some firemen, swear that military personnel, brought equipment into that building that night and used it as a temporary command post. From all indications, most of the military personnel and equipment involved with the actual search and recovery were located along the private lane (D). At the end of this lane and down into the field somewhat was the small white farmhouse that was being rented by the Hays family at the time (C).

## Military Entered Hays Farm House

This family states that military personnel also came in and out of their home during the evening hours after the crash, using their phone to make calls. This house was well isolated and close to the impact site in the woods which was not that far away. While many of the roads around the village were closed that night to keep more people from entering, a number of observers did manage to find their way onto that private lane where military equipment and personnel were observed. What is apparent is that some people that night were in the right place at the right time to observe certain activity. Others could see nothing from their vantage point.

While the Army denies having any knowledge of having personnel or equipment involved in this event, detailed descriptions from observers - including former military people who were in the area as civilians - strongly suggest that most of the military presence was represented by the Army. Air Force personnel were also on the scene. Only a brief mention in the Air Force *Project Blue Book* report on the case confirms that a three man team from the 662nd Radar Squadron based in Pittsburgh were involved in the investigation.

But there were indeed more than three military types in the area that night, according to those who watched. While thousands that day likely saw the brilliant fireball in the sky, other residents closer to Kecksburg could see in some case a more structured object that seems to have displayed at least limited controlled re-entry capability. Some who saw the object heading towards the impact site indicate that the object was not moving that fast. Those who saw the object impact into the woods said there was no sound of a crash, but moments later a blue column of smoke rose from the spot and quickly dissipated.

A young boy playing outside at the time caught the object for an instant as it dropped in the woods ahead. He ran home to tell his mother and after she heard a radio report about the object being seen in the sky, she phoned radio station WHJB in Greensburg to report that the object had gone down in the Kecksburg woods.

## WHJB Radio Swamped with Calls About Fiery Object in Sky

WHJB Radio was the area's major radio news source and the station

had been swamped with calls from area residents reporting the fiery object in the sky. Some had reported that what they had seen might have been an aircraft on fire. John Murphy, WHJB News Director at the time, now deceased, was returning from investigating another area story when he received a radio call about the object in the sky. After responding to the vicinity of the reports and seeing nothing, he returned to the station. Mable Mazza was the WHJB office manager at the time and she was helping to answer the numerous phone calls about the sighting. When the call was received from the Kecksburg woman about the object falling into the woods, Murphy took the call. He obtained the information, contacted the Troop A Pennsylvania State Police Headquarters in Greensburg, and soon left the station to head for the site at Kecksburg. It is now apparent that Murphy got to the scene quite awhile before the Pennsylvania State Police Fire Marshall and others, along with the woman and small boy who had reported the object to the station, arrived in the area.

## Military Asking for Directions to Kecksburg, Pennsylvania UFO Crash Site

Back at the station, Mazza was having a hard time trying to keep up with the continuing calls. It is from Mazza that we learn about the military interest as the event was unfolding. Mazza stated, 'The calls came in from all over the United States. Other radio stations, wire services, government agencies and *military asking for directions to the site, and what I knew from the calls about it.*' Mable also stated that she had received calls from the Pentagon as well.

Mazza went on to say that Murphy later called from the site and said, 'Mable, we have a big one here. I will call you as soon as I can - probably by radio. So stick by it.' Mazza said that Murphy told her that the military was there investigating and the security was tight. In the days after the event, Murphy along with other WHJB staff members put together a radio documentary called *Object in the Woods*. Interestingly, the broadcast had information contained within it that had to be censored from what was originally recorded because as it states in the program, some individuals were afraid of trouble from the Army or state police.

Bonnie Millslagle, who was married to John Murphy at the time of the Kecksburg incident, has recently revealed more information

pertaining to her late husband's participation. Bonnie was in touch by two-way radio with Murphy from the scene that evening. Murphy always carried a camera and tape recorder and a black notebook. (This seems evidence from the precise times of occurrences mentioned on the radio documentary.) Murphy later told her that he had time to get down into the woods and he himself had seen the strange metallic object on the ground. Bonnie believes that Murphy did take some pictures there that night and feels that the military had confiscated the film from him. Bonnie also indicated that Murphy was very excited over this story, but not long after the radio documentary was aired he suddenly stopped talking about it. Bonnie doesn't know what happened, but from the tone of the conversations, it was implied that the government was behind it. In time, Murphy died out of state in what Bonnie feels was a suspicious hit and run accident. Whether or not his tragic death had any association with his involvement in the Kecksburg case will likely never be known.

## Kecksburg, PA Eyewitnesses Talk About December 9, 1965, UFO Crash and Military "Martial Law"

During the 1980s, a massive amount of new information has become known to me about the Kecksburg case. After the story was aired on *Unsolved Mysteries*, and then by other TV and radio sources, new informants who claim to have knowledge of the case began to show up from many areas of the country. Some of these were Pennsylvania residents who had seen the object as it passed through the sky. Some were people who had been to the site that night. Other local residents began to come forward to verify that indeed something did happen that night. Some informants were former military or government sources who claimed to have been involved with certain activity related to the sighting.

As I stated earlier in this report, the search for evidence has been exciting and very frustrating. While quite a number of eyewitnesses have had the fortitude to go public with their personal accounts of what occurred that day in 1965, many important sources have given me their information. But for various reasons, they wish to remain anonymous. Many Kecksburg area residents don't want to get involved publicly because of the on-going debate between some

local folks.

There are many other individuals that I know of who have briefly told me of their participation that night, but have indicated 'that they don't want to get involved.' Some anonymous sources, which appear to have been of military origin, at times have provided some very interesting leads to follow. While my search goes on to find the evidence to unlock the secrets surrounding the Kecksburg case, I have located individuals whom I believe were involved in the military investigation at the site that night. Some of these people refuse to talk. Others have given only suggestions as to their involvement. Some important sources have already passed away. Other sources have told me of their concern if they reveal what they know about the incident. It has always been my position to protect confidentiality of my sources. In some cases, even revealing information about their activity without using their name could cause problems.

There are many individuals unknown to each other over many years who have verified many details about the military operation at Kecksburg that night. Once again, most of the military activity was taking place along the private lane which was on the side of the woods where the object had impacted. There was also military equipment and personnel observed around the Hay's home and further down in the fields near the impact site. One individual who was considered a very credible witness (now deceased) provided me with his detailed account as to what he saw on the lane that night. He had gotten out of the military prior to the Kecksburg event and had worked in intelligence. He was very impressed with the military presence that night. He had arrived at the site sometime early evening just as some of the military was arriving. One of the first events he recalls that stuck in his mind was an Air Force officer that he believes was a major, plus a state trooper, walking up from the direction of the impact site towards a military car parked on the lane. He heard the trooper say, 'I've never seen anything like that before.' He stated that from their facial expressions, they were both significantly upset. Both men got in the back seat of the military car and were driven away. The witness observed various military vehicles including jeeps and trucks.

Of even more significance, he later sneaked down through the fields towards the impact site, very curious because he had seen brilliant

blue flashes of light coming from that area. (Just after the object impacted that afternoon, numerous people saw unexplained blue light from the impact area for some time.) As he got closer to the edge of the field towards the woods, he was stopped by armed Army personnel who had set up a security perimeter in the event that anyone would try to approach the crash site. Other individuals have provided me with written statements that they also had creped into the woods to look for the object, but were stopped by military-types and sent back.

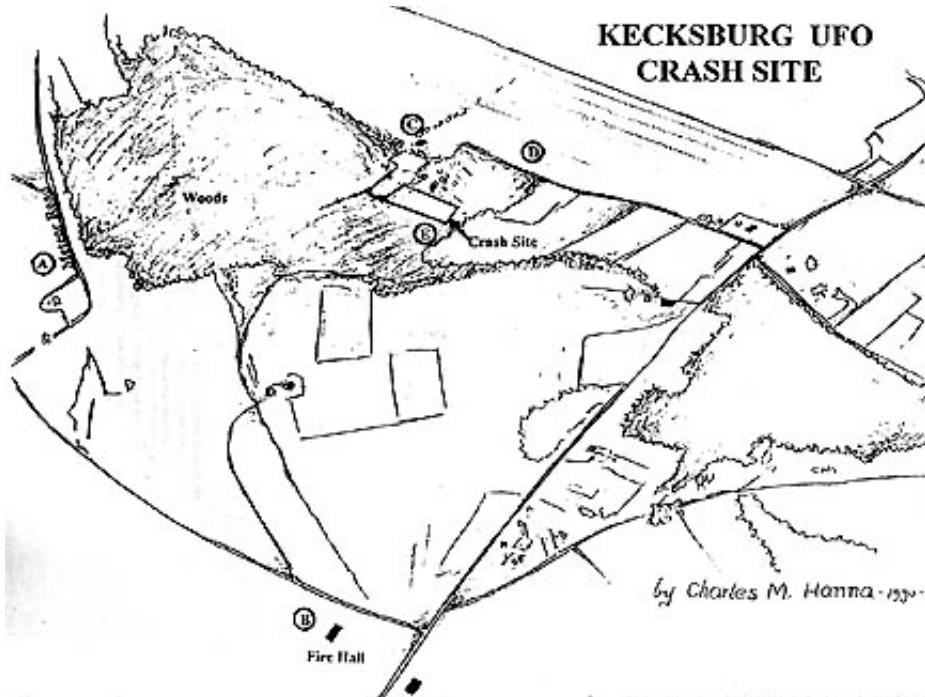
Another former Kecksburg resident, Robert Blystone, Jr., who was young at the time recalls the events of that night clearly. Shortly after the object impacted, he went down the hill and he states that the Army was everywhere. 'It was like in no time and the Army was there. Kecksburg was under martial law (witness interpretation). No one in and no one out. My mom and dad tried to get in, but they would not let them in. So they called my grandpa and asked him to come up and see if we were OK and he did. I heard people saying we were under martial law. You could see the Army everywhere, the jeeps and trucks and manpower.' Later that night, this witness and others saw a large cab with flatbed trailer hauling away something from the area."

## Part 12 - *UFO Crash/Retrievals, Status Report VII* by Len Stringfield

"... the report on the Kecksburg crash allegedly seen by two different military informants at two different military bases, concluded *the object was extraterrestrial.*" ! Stan Gordon, Investigator



"Acorn-shaped" UFO with strange symbols carved around its lower end was described by firemen who went to the crash scene. Object was a "strange copper color." Drawing on December 9, 1993 by Rick Rieger for investigator, Stan Gordon.



A) is curve on Meteor Road where citizens watched; B) is Fire Hall; C) is Hays family's rented farmhouse; D) military concentrated on private lane; E) UFO impact area in ravine.

Drawing by Charles M. Hanna, 1990, for Stan Gordon.

### Kecksburg Crash/Retrieval Update

Stan Gordon, who extends investigative credits to Keith R. Bastianini and Dennis Smeltzer, continues from Part 11 with his report, "The Military Interest," reprinted in Leonard Stringfield's *Status Report VII*.

"Another new eyewitness to come forward is Jerry Betters, a well-known Pittsburgh jazz musician. Jerry was 41-years-old at the time of the 1965 incident. Jerry was living in Murrysville at the time which is located between Pittsburgh and Greensburg. Late that afternoon, Jerry had just finished feeding some horses. A short time later after returning to the house, he noticed a bright flash of light that lasted only a few seconds and quit. Suddenly the horses became agitated and the pet dog became excited and made crying sounds. Sometime later, after turning on the radio, he heard news reports about the object that had passed over the Pittsburgh area and had reportedly crashed at Kecksburg.

Jerry did not have a car at the time, so he called some friends to tell them about what had happened at his home since he felt that the flash was related to the sky object. His friends had also heard the news about the UFO, so they picked him up and proceeded to go to Kecksburg to have a look for themselves. Jerry did not know the area, but they found themselves on the private lane. Jerry states that after rounding a slight turn, they were halted by a military roadblock. The men, stopping traffic, were dressed in Army fatigues with cloth caps. Other armed services personnel, some helmeted and bearing rifles, others carrying sidearms, were present behind the roadblock. The driver rolled down the window to talk to the men while Jerry was looking over the surroundings. To the left, Jerry noticed a mist or steam coming up out of the woods. Jerry thought that there might have been a fire since he also saw a fire truck ahead.

In addition, Jerry recalls numerous military vehicles, including jeeps and canvas-covered personnel trucks with the Army star emblazoned on them scattered ahead on the lane. Jerry also noticed a number of "Army brass" officers who differed from the men blocking the road by their formal uniforms and commanding attitudes. He also stated that police and some well-dressed civilians were among the assembled group. Jerry's attention was diverted to the road block where a ranking officer had become impatient with the time it was taking to remove the sightseers. In a harsh commanding manner that left no doubt that serious action would be taken against them, the officer demanded their immediate departure. Coming up from the field towards the lane, Jerry noticed a large cab and flatbed trailer coming into view. At this time, he noticed a domed or acorn-shaped object that was being hauled and which was not covered at this time. Quickly, a tarpaulin was placed over it. In the final moments before their departure, Jerry watched the large cab with flatbed trailer attempting to turn with difficulty.

Later that night, numerous eyewitnesses saw a large Army cab with flatbed trailer carrying something covered with a tarpaulin from the site. The flatbed trailer was moving at a fast pace and was accompanied by a military jeep escort. We later learned that truckers had spotted this military convoy as it journeyed towards Columbus, Ohio. Prior to the airing of the Unsolved Mysteries TV program, I had interviewed a former Air Force officer who was stationed at Lockbourne AFB in 1965. He was among other personnel who guarded the object from Pennsylvania when it made a short stopover

at the base and before continuing on to Wright-Patterson AFB in Dayton, Ohio.

Clifford E. Stone SFC, U.S. Army (Ret.), has had a long time interest in UFOs ever since he was young. Stone continues to be a very active UFO researcher and he has a personal interest in the Kecksburg case because he was also at Lockbourne AFB in 1965 when the Kecksburg object arrived. Stone was not in the service at the time, but had some friends at the base who knew of his UFO interest. He was contacted that night and asked if he would like to see what had been recovered earlier that day in Pennsylvania. During the early morning hours of December 10, 1965, a friend of his from the base picked him up and drove him to the back gate of the base.

Clifford Stone: 'We parked outside of an area located by a rear gate that lead to a hangar located inside the fenced flight line area (I believe this hangar to have been what was called the RB-47 hangar). Upon our arrival, my friend told me to remain in the car and try not to be seen. He informed me that he would explain later. From my vantage point in the car, I could see 25 to 35 military personnel, both Army and Air Force, around the hangar. The object on the flatbed trailer was tightly covered and took on a cone or egg shape. I remember thinking of it as a chocolate drop shape. From time to time, an eerie blue light would shine brightly from the bottom of the covered object and fade slowly.'

Later as Clifford Stone watched, the truck, trailer and object sped away into the darkness, but this time was escorted by Air Force sedans, instead of Army gun jeeps.

Other sources tell us that the object was taken to Wright-Patterson AFB for study. Where it is located today, we don't know. Much information - and even possible disinformation - has been provided to me as to the nature of the object involved. Until I have the evidence, I keep an open mind. After examining the data at hand, I stand by the two possible explanations that I have suggested for some time. My feelings are that the object might have been (A) a highly advanced Soviet space probe with some re-entry control capability; (B) a spacecraft of extraterrestrial origin. There are data on hand that suggests either possibility. That the military and government had a major interest in this Kecksburg event is well documented by those who witnessed various aspects of the event.

One firsthand witness, that I have interviewed a number of times, lived a military life as a child. Her father was a high-ranking officer and apparently was directly involved with the investigation of UFO crash retrievals. Her family had been visiting in Pennsylvania at the time of the Kecksburg crash. She was standing next to her father when he received the phone call about the incident and was being given directions about how to get to Kecksburg. He quickly ran upstairs in his civilian clothes and soon came down in his dress blues. Then he quickly left the residence.

More sources with information continue to reveal bits and pieces of the Kecksburg mystery. Two firsthand former military sources (unknown to each other) have told me that they saw the file report on the Kecksburg crash, but in different parts of the country at different bases. One of these sources I have met with again in the last year and while he had verbally provided certain information, I wanted to get his information recorded in a written statement. He told me he would, but after not hearing from him for several weeks, I again called him. He told me that because of the security oath he had taken, he wanted to check with a military source before providing this information to me. He sounded shaken and was told by the military source that even though his security clearance time had expired - because of the security nature of this Kecksburg event - that he should not write down anything and it would be in his best interest to forget about what he know.

It is time that we strive to get our Congressmen and others interested in these matters. The evidence exists that UFO retrieval operations have taken place and likely still do. It is time that a new Congressional investigation should be conducted into cases such as Kecksburg and Roswell. If such an inquiry was to be held and immunity provided to former military and government sources, then the truth will come out.

I will continue to work towards this goal. To those who are curious, the report on the Kecksburg crash allegedly seen by two different military informants at two different bases, concluded *the object was extraterrestrial*.

Stan Gordon, UFO Researcher  
Greensburg, PA"

## Part 13 - *UFO Crash/Retrievals, Status Report VII* by Len Stringfield

"While imprisoned in a Nazi concentration camp, (we) witnessed low-level UFOs over the camp, even alarming the German authorities." - Mrs. Robert Lee Malone



### The Macabre Case of "Agent" Robert Lee Malone

Here is still another sobering, high-intrigue case slinking its way out of the Hall of Mirrors that defies any cut-and-dry explanation. With so many key details missing, I would have dismissed the case had it not been for the 6 months of prior, in-depth investigation by Georgeanne Cifarelli of San Marino, California, who is MUFON's Assistant State Director for Southern California.

During this period, Georgeanne tried to rationalize the bits and pieces of information she was able to obtain by phone, mail and personal interviews from the wife and daughter of Robert Malone - a military mystery man.

On the theoretical basis that crash/retrievals might have been a factor or even played a major role in the peregrinations of patriarch Malone, Georgeanne was advised by friends in research to contact me to help find correlative evidence.

After phoning me to present the salient facts, she agreed to send me her cumulative notes on the case which I received December 16. The Malone report, representing a lot of hard work, is long: the case is complex. But Georgeanne is convinced that the testimony she heard and the documents she saw (and sent copies to me) is a macabre story that must be told.

According to the 34-page report, the central figure in the case is the father Robert Malone, who was a "blood and guts" military career type whose alleged undercover work in the murky labyrinths of intelligence might have led to his strange death in a Navy hospital in 1964. Since that hushed-up event, his wife (the couple married in 1948 in Germany) has lived in isolation in a state of grief and fear. The daughter, Nancy, incensed by the injustices to her parents, now seeks the truth. Unlike her mother, Nancy has spared nothing good or bad about her family affairs to Georgeanne. Mrs. Malone, however, with a change of name, prefers to remain unidentified.

But the high strangeness goes beyond Robert Malone. Weird, and perhaps an incongruity, are the claims of his wife of UFO experiences before she met him in 1946. While imprisoned in a Nazi concentration camp, she witnessed low-level UFOs over the camp, even alarming the German authorities. Just as freakish are the disclosures by Nancy claiming life-long UFO encounters, including a lizard-like creature, as she followed her father on his errant calls to duty to all parts of the USA and beyond.

Who was Robert Malone, the military mystery man? His wife and daughter knew he worked on hush-hush assignments full time, but could never explain why he never kept a military uniform in his home. Official records show that he served as Master Sergeant and Warrant Officer, but there were times, said Nancy, that he was addressed by other military associates by various ranks, including colonel. In fact, Nancy revealed on a couple of occasions that her dad worked as a double for President Eisenhower.

While some of Malone's assignments in a UFO "hot" area, perhaps near a crash or a landing site, might have been the trigger for Nancy's exposure to alien activity" But the wife, admitted encounters while in a Nazi

concentration camp during WWII seems strange in that she and Malone had a common ground of interest - unless there was an arranged UFO intelligence connection?

Is it unreasonable to believe that if that were the case, it also might be the reason behind Mrs. Malone's preference not to discuss all of her husband's intelligence activities? But agents assigned to perform UFO duties are sworn to secrecy and they do play games with curious outsiders who need not know the truth.

On the other hand, coupled with her obvious fears for "talking too much," there is Mrs. Malone's revelation of her husband's records that show that he was an active member of an Army band as Master Sergeant - and later as a bandsman with rank as Warrant Officer in the Air Force. But she says she never saw him play the alleged trombone or have one stored in their home. "It was a cover," she told Georgeanne. Mrs. Malone also produced as evidence of her husband's undercover work an official directive to Southwestern Bell Telephone Company, San Antonio, Texas, dated February 1, 1944, from G. C. Brant, Major General U. S. Army, Commanding General AAFCFTC, which reads as follows:

"It is requested that a telephone be installed for private use in the home of Robert L. Malone, CWO, U. S. Army, 214 Army Blvd., San Antonio, Texas.

Mr. Malone's duties necessitate the installation of a telephone at his home inasmuch as he is subject to call for duty at all times, and may be needed after regular duty hours.

Your prompt attention to this matter will be kindly appreciated."

Ordering a special telephone for a Master Sergeant who played a trombone would hardly be the kind of request from a Commanding General. Yet, briefly, in all of the official records pertinent to Robert Malone - including his discharge - he is classified as a bandleader or bandsman. In each, however, are conflicting data as to his duties and year of discharge and other discrepancies. His available records just don't make sense if we are to believe his wife's and daughter Nancy's testimonies.

MUFON's Georgeanne, in summing up his military records that she reviewed after her interview with Mrs. Malone, commented: "The wife

says her husband, Robert, served for 30 years in the military, enlisting in 1924. The military says he served 35 years. That's a little ridiculous since they have him retiring in 1945 and again in 1947 for reasons that are not true. The wife says Social Security is only paying her benefits for 19 years, claiming that Robert was only in for 19 years, according to their (government) records."

## One of Four U. S. Military Reports of Separation and Honorable Discharge for Robert Lee Malone

ENLISTED RECORD AND REPORT OF SEPARATION HONORABLE DISCHARGE							
1. LAST NAME - FIRST NAME - MIDDLE INITIAL <b>Malone Robert L.</b>		2. ARMY SERIAL NO. <b>6279931</b>		3. GRADE <b>W/2</b>		4. ARM OF SERVICE <b>Air Corps</b>	
5. ORIGINATING UNIT <b>527th AAF Band, Sioux Falls, So. Dak</b>		6. DATE OF SEPARATION <b>24 Oct 1945</b>		7. PLACE OF SEPARATION <b>AAB Sioux Falls, South Dakota</b>			
8. PERMANENT ADDRESS FOR PAYMENT PURPOSES <b>2743 W 15th St., Los Angeles, California</b>		9. DATE OF BIRTH <b>Jan 21 1897</b>		10. PLACE OF BIRTH <b>Guthrie, Ky.</b>			
11. ADDRESS FROM WHICH SEPARATION WILL BE MADE <b>None</b>		12. COLOR EYES/EYE COLOR HAIR <b>Brown Gray</b>		13. HEIGHT <b>5'13"</b>		14. WEIGHT <b>195 lbs</b>	
15. RACE <b>White</b>		16. MARITAL STATUS <b>Married</b>		17. U. S. CITIZEN <b>Yes</b>		18. CIVILIAN OCCUPATION AND IND. <b>Musician</b>	
MILITARY HISTORY							
19. DATE OF INSPECTION <b>Apr 21 1945</b>		20. DATE OF ENLISTMENT <b>Apr 21 1945</b>		21. DATE OF SEPARATION ACTIVE SERVICE <b>Apr 21 1945</b>		22. PLACE OF ENTRY INTO SERVICE <b>Low Angeles California</b>	
23. SELECTIVE SERVICE DATA <b>REG TEE 20</b>		24. COUNTY AND STATE <b>None</b>		25. HOME ADDRESS AT TIME OF ENTRY INTO SERVICE <b>None</b>			
26. MILITARY OCCUPATIONAL SPECIALTY AND NO. <b>Musician (440)</b>		27. MILITARY Qualifications AND RANK (I.M. Assembly, Officers and enlisted rank by Service, etc.) <b>None</b>					
28. BATTLES AND CAMPAIGNS <b>None</b>		29. DECORATIONS AND CITATIONS <b>None</b>		30. AWARDS RECEIVED IN ACTION <b>None</b>			
31. EDUCATION <b>None</b>							
32. LENGTH OF SERVICE <b>6/745 24 Apr 45 24 April 45</b>							
33. TOTAL LENGTH OF SERVICE <b>CONTINENTAL SERVICE FOREIGN SERVICE</b>		34. HIGHEST GRADE HELD <b>W/Sgt</b>		35. SERVICE OUTSIDE CONTINENTAL U. S. AND REVENGE <b>DATE OF DEPARTURE DESTINATION DATE OF ARRIVAL</b>			
36. PRIOR SERVICE <b>7th Cav (Band) 10 Nov 24 - 17 May 28. 11th Cav. (Band) 18 May 28 - 17 May 31. 4 Cav (Band) 12 Nov 31 - 18 May 34. 11th Cav Band 28 Mar 38 - 15 Oct 42. 335th AFB 28 Mar 41 15 Oct 42. AAF USA 16 Oct 42 - 8 Jan 45.</b>		37. REASON FOR AUTOMATIC PAYMENT <b>C of G per WD Cir 310 dtd 6 Oct 1945. Reenlistment.</b>		38. EDUCATION (Years) <b>0 2 0</b>			
39. SERVICE SCHOOL ATTENDED <b>None</b>		40. PERSONNEL OFFICE <b>None</b>		41. PERSONNEL OFFICE <b>None</b>		42. PERSONNEL OFFICE <b>None</b>	
43. PAY DATA							
44. LEAVING PAY PAY PAYROLL <b>None</b>		45. SEPARATION PAY PAY <b>None</b>		46. PAYMENTS REPORTED AS TRAVEL PAY <b>None</b>		47. TOTAL AMOUNT, NAME OF DISBURSEMENT OFFICE <b>None</b>	
IMPORTANT: IF PAYMENT IS NOT MADE WHEN DUE OR WITHIN TWENTY DAYS THEREAFTER, INSURANCE WILL LAPSE. MAIL CERTIFICATE OF PAYMENT TO THE PAYMASTER OF THE U. S. ARMY OR FORWARD TO COLLECTIONS INSPECTOR, VETERANS ADMINISTRATION, WASHINGTON, D. C.							
48. PAYMASTER <b>None</b>		49. SIGN PAY <b>None</b>		50. DATE OF ACTUAL PAYMENT <b>None</b>		51. DATE OF PAYMENT <b>None</b>	
52. PERSONNEL OFFICE <b>None</b>		53. PERSONNEL OFFICE <b>None</b>		54. PERSONNEL OFFICE <b>None</b>		55. PERSONNEL OFFICE <b>None</b>	
56. REMARKS (This space for completion of above items or entry of other items specified in W. D. Directives) <b>No time lost under AW 107</b>		57. PERSONNEL OFFICE <b>None</b>		58. PERSONNEL OFFICE <b>None</b>		59. PERSONNEL OFFICE <b>None</b>	
60. FORM PREVIOUSLY ISSUED <b>WD 100 Form 13 and 42 for enlisted personnel will be issued to an Honorable Discharge, which will not be used other than of this record.</b>							
61. FINAL ENDorseMENT COPY (Affixed to final Disbursement page of Service Record)							
<i>Robert L. Malone</i> <i>Robert P. Malone</i> <i>ROBERT P. CARIBO CNO USA AFPC</i>							

**Above:** One of four Honorable Discharge Enlisted Record and Report of Separation for Robert Lee Malone. This document is U. S. AIR CORPS "Date of Separation"

October 24, 1945. Below: The other three are USAF October 25, 1948;  
**INFANTRY**  
 December 16, 1949; and U. S. Army August 31, 1950.

**ENLISTED RECORD AND REPORT OF SEPARATION  
HONORABLE DISCHARGE**

1. LAST NAME - FIRST NAME - MIDDLE INITIAL <b>Malone, Robert L.</b>		2. ARMY SERIAL NO. <b>AF 6 279 931</b>	3. GRADE <b>Sgt</b>	4. ARM OR SERVICE & COMP. & TERM OF CH. <b>USAF F - 3 yrs.</b>
5. ORGANIZATION <b>USAF Bandman School</b>		6. DATE OF SEPARATION <b>25 Oct 48</b>	7. PLACE OF SEPARATION <b>Bolling Air Force Base, Wash., DC</b>	
8. PERMANENT ADDRESS FOR MAILING PURPOSES <b>237 Sunrise Ave., Rt. 1, Hinsdale, Ill.</b>		9. DATE OF BIRTH <b>31 Jan 97</b>	10. PLACE OF BIRTH <b>Gothrie, Kentucky</b>	
11. ADDRESS FROM WHICH EMPLOYMENT WILL BE SOUGHT <b>Armed Services</b>		12. COLOR(S) <b>Brown</b>	13. COLOR(HAIR) <b>Grey</b>	14. HEIGHT <b>5' 11"</b>
15. RACE <input checked="" type="checkbox"/>	16. MARITAL STATUS <input checked="" type="checkbox"/>	17. U. S. CITIZEN <input checked="" type="checkbox"/>	18. WEIGHT <b>195 lbs.</b>	19. NO. CHILDREN <b>1</b>
20. NAME <input checked="" type="checkbox"/>		21. CIVILIAN OCCUPATION AND PRO. <b>Soldier - G10</b>		
<b>MILITARY HISTORY</b>				
22. DATE OF INDUCTION <b>25 Oct 45</b>	23. DATE OF ENLISTMENT <b>25 Oct 45</b>	24. DATE OF ENTRY INTO ACTIVE SERVICE <b>25 Oct 45</b>	25. PLACE OF ENTRY INTO SERVICE <b>AAB Sioux Falls, S. Dakotas</b>	
26. SELECTIVE SERVICE DATA <input checked="" type="checkbox"/> VER <input checked="" type="checkbox"/> INC <input checked="" type="checkbox"/> REG <input checked="" type="checkbox"/> RES <input checked="" type="checkbox"/> SPC	27. LOCAL & STATE NO. <input checked="" type="checkbox"/>	28. COUNTY AND STATE <b>237 Sunrise Ave., Ill.</b>	29. HOME ADDRESS AT TIME OF ENTRY INTO SERVICE <b>None</b>	
30. MILITARY OCCUPATIONAL SPECIALTY AND NO. <b>Bandman (Trombone) - 440</b>		31. MILITARY QUALIFICATION AND DATE (I. E., Infantry, Aviation and marksmanship badges, etc.) <b>None</b>		
32. BATTLES AND CAMPAIGNS <b>None</b>				
33. DECORATIONS AND CITATIONS <b>U.S. Victory Medal European Occupation Medal Good Conduct Medal American Defense None</b>				
34. LATENT IMMUNIZATION DATES <b>SMALLPOX Aug 48 - Aug 48 TYPHOID May 46 TETANUS OTHER (specify) Flu - Jan 48</b>		35. SERVICE OUTSIDE CONTINENTAL U. S. AND RETURN <b>DATE OF DEPARTURE 24 June 46 DESTINATION Bremerhaven, Ger. DATE OF ARRIVAL 6 Jul 46 CONTINENTAL SERVICE 30 Aug 48 FOREIGN SERVICE New York, N.Y. DATE OF ARRIVAL 31 Aug 48 YEARS MONTHS DAYS YEARS MONTHS DAYS 0 8 23 2 3 7 Master Sergeant</b>		
36. PRIOR SERVICE <b>8 yrs 6 mos. 5 days in Cav. 8 yrs - Army Air Forces 3 yrs 1 mos. Coast Artillery</b>				
37. REASON AND AUTHORITY FOR SEPARATION <b>AR 615-360 MN, Hq Comd, USAF, Bolling Air Force Base, Wash., D.C.</b>		38. EDUCATION (Term) <b>Graduate High School College 8 3/4 0</b>		
39. SERVICE SCHOOLS ATTENDED <b>USAF Bandman School, Bolling Air Force Base, Wash., D.C. - 6 wks.</b>				
40. PAY DATA <b>41. LENGTH OF PAY PERIODS 42. NUMBER OF PAY PAY YEARS MONTHS DAYS TOTAL THIS PAYMENT 43. TRAVEL PAY 44. TOTAL AMOUNT, NAME OF DISBURSING OFFICER 18 9 19 100.00 , 100.00 None 100.00 , 100.00</b>				
45. INSURANCE NOTICE <b>IMPORTANT: IF PREMIUM IS NOT PAID WHEN DUE OR WITHIN THREE MONTHS AFTER SEPARATION, INSURANCE WILL LISE MAKE CHECKS OR MONEY ORDERS PAYABLE TO THE TRUSTEES OF THE U. S. AND FORWARDED TO COLLECTOR OF DOMESTIC VETERANS' ADMINISTRATION, WASHINGTON 25, D. C.</b>				
46. KIND OF INSURANCE <b>Med. Inv. C. &amp; Corp. None</b>		47. HOW PAID <b>Alimony: Report to V.A. Oct 48</b>	48. Effective Date of Adjustment <b>Oct 48</b>	49. Date of Last Premium Due <b>Oct 48</b>
50. PREMIUM DUE <b>\$31.20</b>		51. INTENTION OF VETERAN TO <b>Each Month Contract Only Decedent</b>	52. I.D. NO. <b>3</b>	
53. REMARKS (This space for completion of above items or entry of other items specified in W. O. Directive)				
54. SIGNATURE OF PERSON BEING SEPARATED <b>R. L. Malone</b>		55. PERSONNEL OFFICER (Type name, grade and organization signature) <b>ROBERT B. BARRETT Tech 1st., USAF</b>		

WD FORM 53  
PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

54 SERVICE RECORD COPY  
(Affixed to Service Record in accordance with instructions in TM 12-239A)

**ENLISTED RECORD AND REPORT OF SEPARATION**  
**HONORABLE DISCHARGE**

1. LAST NAME - FIRST NAME - MIDDLE INITIAL Malone Robert L		2. ARMY SERIAL NO RAS 279 931		3. GRADE M Sgt	4. ARM OR SERVICE Inf	5. COMB & TERM RA 3
6. ORGANIZATION 179th Army Band		7. DATE OF SEPARATION 16 Dec 48		8. PLACE OF SEPARATION Camp Carson Colorado		
9. PERMANENT ADDRESS FOR MAILING PURPOSES 237 Sunrise Ave Tri State Illinois		10. DATE OF BIRTH 31 Jan 1897		11. PLACE OF BIRTH Cuthbert, Kentucky		
12. ADDRESS FROM WHICH EMPLOYMENT WILL BE SOUGHT See 9		13. COLOR EYES Brown		14. COLOR HAIR Gray	15. HEIGHT 6' 1 <sup>1</sup> / <sub>2</sub> "	16. WEIGHT 185 lbs
17. RACE <input checked="" type="checkbox"/> White Other (Specify) <input type="checkbox"/> Negro <input type="checkbox"/> Indian <input type="checkbox"/> Other (Specify)		18. MARITAL STATUS <input checked="" type="checkbox"/> M Single <input type="checkbox"/> W Married		19. U. S. CITIZEN <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
20. CIVILIAN OCCUPATION AND IND. Soldier - (2-68.10)						
<b>MILITARY HISTORY</b>						
21. DATE OF INDUCTION None		22. DATE OF ENLISTMENT 8 Nov 48		23. DATE OF ENTRY INTO ACTIVE SERVICE 8 Nov 48		24. PLACE OF ENTRY INTO SERVICE Colorado Springs, Colorado
25. SELECTIVE SERVICE DATA <input checked="" type="checkbox"/> REG <input type="checkbox"/> RES <input type="checkbox"/> VOL		26. LOCAL U. S. BOARD NO None		27. COUNTY AND STATE None		28. HOME ADDRESS AT TIME OF ENTRY INTO SERVICE See 9
29. MILITARY OCCUPATIONAL SPECIALTY AND NO. Bandman Trombone - (0440)			30. MILITARY QUALIFICATION AND RATE (A. S., INFANTRY, ARTILLERY AND MECHANICSHIP BADGES) None			
31. BATTLES AND CAMPAIGNS None						
32. DECORATIONS AND CITATIONS None						
33. WOUNDS RECEIVED IN ACTION None						
34. LATEST IMMUNIZATION DATES SMALLPOX TYPHOID TETANUS OTHER (Specify) Unknown Unknown Unknown None		35. SERVICE OUTSIDE CONTINENTAL U. S. AND RETURN DATE OF DEPARTURE DESTINATION DATE OF ARRIVAL None None None				
36. TOTAL LENGTH OF SERVICE CONTINENTAL SERVICE FOREIGN SERVICE YEARS MONTHS DAYS YEARS MONTHS DAYS 1 1 9 0 0 0						
38. PRIOR SERVICE United States Army 18 yrs 9 mos & 19 days						
40. REASON AND AUTHORITY FOR SEPARATION Par 2b AR 615-365 C of G to reenlist in the Regular Army						
41. SERVICE SCHOOLS ATTENDED None		42. EDUCATION (Yes or No) Chaparral High School, CO 8 3				
<b>PAY DATA</b>						
43. LENGTH FOR PAY PURPOSES YEARS MONTHS DAYS 19 10 26		44. MUSTER-IN PAY TOTAL THIS PAYMENT \$ None \$ None		45. TRAVEL PAY None		46. TOTAL AMOUNT NAME OF DISBURSING OFFICER \$ 152.82 C L DUFF MAJ PD
47. INSURANCE NOTICE IMPORTANT: IF PREMIUM IS NOT PAID WHEN DUE OR WITHIN THIRTY ONE DAYS THEREAFTER, INSURANCE WILL LAPSE. MONEY ORDER OR MONEY ORDERS PAYABLE TO THE TREASURER OF THE U. S. AND FORWARD TO COLLECTIONS SUBDIVISION, VETERANS ADMINISTRATION, WASHINGTON, D. C.						
48. KIND OF INSURANCE Non Regt. C. I. None Adjustment Direct to V. A.		49. HOW PAID <input checked="" type="checkbox"/> Cash <input type="checkbox"/> Check <input type="checkbox"/> Credit Card		50. Effective Date of Policy Amount Disbursement Continues in effect		51. Basis of Premium Rate (See Annex 1000, Vol. 347) \$ 31.20
52. PREMIUM DUE EACH MONTH		53. INTENTION OF VETERAN Continue Only Death				
54. C. I. A. (Continuation of Insurance Agreement)		55. REMARKS (This space for completion of above items or any other items specified in W. D. Directive) No time lost under AW 107 AGCT III - 107 Blood Group - A 21 days accrued leave to be carried forward on reenlistment				
56. SIGNATURE OF PERSON WHO SIGNATURED Robert L. Malone		57. PERSONNEL OFFICER (Type name, rank and organization - signature) ROLAND T SUND 1st Lt USA				

WD AGO FORM 53  
1 JUL 47

55 SERVICE RECORD COPY  
(Affixed to Service Record in accordance with instructions in TM 12-239A.)

NAME OF SEPARATION:		REPORT OF SEPARATION FROM THE ARMED FORCES OF THE UNITED STATES			DEPARTMENT: ARMY	
LAST NAME - FIRST NAME - MIDDLE NAME <b>Malone Robert Lee</b>		U. S. SERVICE NUMBER <b>RA 6 279 931</b>			U. S. GRADE - RANK AND DATE OF SEPARATION <b>M/Sgt 1 Jul 43 MA (Inf)</b>	
QUALIFICATIONS <b>C440 Hand Leader 0-34-35</b>		EFFECTIVE DATE OF SEPARATION <b>51 Aug 50 Discharge</b>			TYPE OF SEPARATION	
REASONS AND PAYMENTS FOR SEPARATION <b>Convenience of Government (Par 1, AM615-365)*</b>		PLACE OF SEPARATION <b>Mitzenmeyer General Hosp. Denver 8 Colo</b>				
THE DATE OF BIRTH <b>21 Jan 97 Guthrie Kentucky</b>		DESCRIPTION <b>Male White Grey Brown 5'11" 181</b>				
SELECTIVE SERVICE REGISTERED <input checked="" type="checkbox"/> Not applicable		IN SELECTIVE SERVICE LOCAL REGISTRATION NUMBER <b>00-00000000000000000000000000000000</b>			IN SELECTIVE SERVICE <input checked="" type="checkbox"/> Not applicable	
IF ENLISTED IN OR TRANSFERRED TO A RESERVE COMPONENT <input checked="" type="checkbox"/> Not applicable		DISCHARGE DISTRICT OR AREA COMMAND, D.D.B., LOCATION <b>None</b>			IN ACTIVE SERVICE <b>M/Sgt</b>	
YEARS OF ENLISTED TRADE OR PROFESSION <b>Unspecified</b>		IN ACTIVE SERVICE <b>237 Sunrise Ave Tri-State Village Ill Page</b>			IN ACTIVE SERVICE <b>None</b>	
STATE AND PLACE OF ENTRY INTO ACTIVE SERVICE <b>17 Dec 49 Op Carson Colo</b>		THE LAST LOCATION OF ENLISTMENT OR RECRUITMENT <b>Hinsdale Ill</b>			IN ACTIVE SERVICE <b>None</b>	
STATEMENT OF SERVICE FOR PAY PURPOSES		NOT APPLICABLE			INVESTIGATION ALLOWANCE PAID ON EXTENSION <b>None</b>	
II. NET PAY SERVICE COMPLETED FOR PAY PURPOSES <b>0 8 13</b>		III. NET PAYMENT OF PAYMENT DUE <b>0 0 0</b>			INVESTIGATION ALLOWANCE PAID ON EXTENSION <b>0 0 0</b>	
II. NET SERVICE COMPLETED FOR PAY PURPOSES THIS PERIOD <b>0 8 13</b>		IV. OTHER SERVICE (NOT OF 25 June 1962 AS ARRIVED) COMPLETED FOR PAY PURPOSES <b>20 1 17</b>			IN FOREIGN AND OR SEA SERVICE <b>0 0 0</b>	
II. TOTAL NET SERVICE COMPLETED FOR PAY PURPOSES <b>20 10 0</b>		V. TOTAL PAYMENT DUE <b>0 0 0</b>			IN FOREIGN AND OR SEA SERVICE <b>0 0 0</b>	
VI. DECORATIONS, MEDALS, BADGES, COMMENDATIONS, VICTORIES AND CAMPAIGN RIBBONS AWARDED OR AUTHORIZED <b>None</b>						
SERVICE DATA						
28. MOST SIGNIFICANT DUTY ASSIGNMENT <b>179th Army Band Cp Carson Colorado</b>		29. WOUNDS RECEIVED AS A RESULT OF ACTION WITH ENEMY FORCES (Place and Date of Wound) <b>None</b>				
30. SERVICE SCHOOLS OR COLLEGE, COLLEGE TRAINING COURSES AND OTHER EDUCATIONAL ATTAINMENT <b>None</b>		31. YEARS & MONTHS OF CREDIT <b>0 0 0</b> (Pupil-To)			32. SERVICE TRAINING COURSES SUCCESSFULLY COMPLETED <b>None</b>	
33. INSURANCE AND PAY OUTLAY		34. MONTH ALLOCATION DISCONTINUED <b>None</b>			35. MONTH RETIREMENT DUE <b>None</b>	
36. INSURANCE INFORMATION <b>\$10,000 \$31.20 \$ 700.00 28/10</b>		37. SIGNATURE OF OFFICER <b>J P FILLION Capt MSC AO of Mill Pers Branch</b>			38. SIGNATURE OF OFFICER <b>None</b>	
39. AUTHENTICATION <b>None</b>		40. SIGNATURE OF PERSONNEL INSPECTOR <b>None</b>			41. SIGNATURE OF PERSONNEL INSPECTOR <b>None</b>	
42. PERSONAL DATA		43. PAYMENT OF LAST CIVILIAN EMPLOYMENT <b>Name: None Name: 5-999,999 None</b>			44. NAME AND ADDRESS OF LAST CIVILIAN EMPLOYER <b>None</b>	
45. UNITED STATES CITIZEN <input checked="" type="checkbox"/> Yes		46. MARITAL STATUS <b>Married</b>			47. HIGH SCHOOL EDUCATION (Years successfully completed) <b>8 3 Q None</b>	
48. PERMANENT ADDRESS FOR MAILING PURPOSES AFTER SEPARATION (St, R.R., County, City and State) <b>See Item # 20</b>		49. DEFINITIVE PERSONAL RECORD REFERENCED <b>None</b>			50. HEADQUARTERS COPY (ARMED & AIR FORCE: ATTACH TO SERVICE RECORD NAVY: TO BUREAU OF NAVAL PERSONNEL, WASHINGTON, D.C. MARINE CORPS: ATTACHED TO SERVICE RECORD BOOK COAST GUARD: TO HQ, COAST GUARD, WASHINGTON, D.C.)	

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To be considered in all the confusion over records and the nature of his work is the possibility, although remote, that Master Sergeant or Warrant Officer Malone *later served in a covert UFO-connected intelligence capacity as a civilian*. But obviously, records of secret transfer are unaccountably missing. Thus, no pension for Mrs. Malone. To speculate further, the records might have been simply lost (not unusual). Or they might have been maliciously destroyed by some individual in the same deep-throat service as a personal vendetta for reasons we will never now. Or because he might have been under suspicion as a security risk for some serious indiscretion. This, too, might explain his strange death in a Naval hospital and the denial of allowing his family to see his body - even at his funeral. Surely, something is amiss in this case. But it is known that such Draconian measures have been used by covert agencies that dealt with Russian espionage and the UFO problem in the 1960s.

It is beyond the scope of this report to publish the 103 official records covering many phases of Malone's military career that I have received from Georgeanne. Several items, however, I have chosen to reproduce. These were copies received by the Malones from the Veterans Administration through the Freedom of Information Act which relate to Malone's Discharge or Separation From Service records. These examples, which follow, show the inconsistencies of data about the year of his discharge, alleged health status, duties as a bandsman and the absence of any reference to covert intelligence work while in the military.

Although other records might be withheld or were destroyed coincidentally with the demise of Malone, we have found additional clues that reveal the magnitude of UFO interaction in the lives of the Malone family dating back to the days of the holocaust of WWII. Following are excerpts from the 34-page report submitted by Georgeanne, based on her interview with Mrs. Malone and daughter, Nancy, in December 1993:

### **Mrs. Robert L. Malone Interview**

**1942:** I was 12 years old in a cattle car on the way to the Polish border. We were on our way to a forced labor camp. We stopped at Lidist and the sky 'blacked out' at about 9:00 a.m., and then it lit up with a 'dome-like' shape with flashing lights. It covered about a football field area. It strobed. The lights were all around and we were engulfed as they descended nearer. The Nazis ran and we were all alone until the next morning and then it came again; then there were lights like rays coming through slats and then it was gone. That night it came again and the Nazis were just as confused as us.

**1945:** In labor camp at Teisianstadt. The camp was in an uproar - the Nazis prior to the U. S. soldiers coming were frantically trying to get rid of evidence of what had happened and in the confusion, 23 other girls and I (between the ages of 12 and 18) escaped into the swamp. It was cold - winter. We were walking in the woods and watching for Nazis when all of a sudden a dome-like thing appeared with no sound, but lights pulsing. We felt an energy rush through us like an electrical charge. The craft hovered over us and we could see lines all lit up like on a carousel in oranges and golds. We felt the urge to move toward it and felt an upward pull. We all reached up with our arms toward it and then we felt as if we were released and then drained. It then sped away.

**1946:** I was ill for 11 months. I met Bob.

**1947:** Bob came to live at our house to help me and my family survive after the war. Bob and I were all alone talking and he asked me if I'd ever seen anything unusual with flashing lights and he told me about his experience on the ocean with a strange object over the ship. He was on the aft of the boat with others near Greenland and all of a sudden, the water lit up from beneath with an orange glow and they saw something emerge so quickly that it was hard to follow.

**1948:** Living in Freising. July 28th I married Bob. Dr. Frik (Chaplain in the U. S. military) told Bob that I might be a discredit to the military, after my interrogation, for corroborating Bob's stories. Everyone was investigated like crazy when we wanted to tell the military about these incidents. Bob said he would get to the bottom of it in the States.

In the U. S., Bob was ordered to a mission - fast - to Fort Ord and within 24 hours, we were there in Monterey. That night there was a domed object over the Bay and a soldier yelled, 'There's the tunnel. People disappear when that's around.' About 3 miles or so out, you could see the tube descend to the water. It wavered - sort of transparent. Bob said, 'Man, what a mission!' I asked what he meant, but he said he could only tell me it was 'totally bizarre, never mind.' Then one day, he said he was being transferred to Camp Carson and would send for me. I stayed with my sister because I had pneumonia again. Bob left in the fall, but before he left he told me about the relay station by San Pedro. he said he looked out over the ocean and a smaller, glowing wheel/disc/ball came at him and then whizzed the camp. It maneuvered like a small plane and was about the size of a hot air balloon. As it closed in, it was a disc with beam-like spokes on a wheel. It came to treetop level and then it took off in a zigzag. Again, it seemed like he was being followed.

**1951:** We traveled around the U. S. with my sister, Katy. We saw lights and things following us on these old highways. We were lonely travelers on these roads. This was a time when we were moving from place to place a lot. I don't know why there was *so* much activity. 1949 is when Bob started getting steady calls to go out. In 1951, it escalated. Calls came all hours of the day and night

and off Bob would go. A few months here or there and I always felt followed because people would show up once in awhile asking questions. When I asked Bob about them, he said they were military intelligence check up. He even said he had to impersonate Eisenhower several times.

**1954:** Now starts all the years of traveling intensively across the country - night moves, sudden calls needing Bob. We went to Indiana and one night a man came up to Bob and took him around back of the house to a jeep with three other men and they talked. Then there was a gunshot. Bob came around and said, 'Let's go!' In the car, I asked him about it and he said 'gangsters' thought they were helping the government, but they were only making things harder to do his missions. We drove Rte. 66 and at the next gas stop, Bob met someone and brought a box back with weapons in it. He said we had to detour to weird mountainous areas close to Denver and there were always lights following behind the sky on these deserted highways. Then, suddenly we hit something in the road. It felt like the back end lifted as we stopped. Bob went outside and there was an ugly thing lying on the ground. It was about two feet long - a solid, greenish man. Mostly head with long, thin appendages. The body was indescribable - very icky. Bob picked it up, covered it, threw it in the truck, but he didn't take it to the military. I don't know if Bob was really aware of these 'aliens' at this time. We talked of beings, mostly of odd happenings and strange sightings.

Then, we went to Texas and on the way, more lights in the sky. More 'pursuing,' but no contact. We heard so much about mutilations, animals missing, people missing. Everywhere Bob went he'd start conversations about strange phenomena and people would tell him of their experiences. The authorities would tell him to 'get lost' often and he'd say he was with the military and they'd get even more agitated. There was a lot of repression going on. On our way to Denver, we made really out-of-the-way detours going up to Phillips, South Dakota, to see friends. One day, we were totally engulfed in a light on the highway - that only my daughter, Nancy, could see. She was adamant and squinting and I thought she was fevered, but we couldn't see this light she talked about.

A little later toward evening, Bob saw something in the road all curled up and he grabbed a blanket, covered it up and tried to lift it,

but as he did, it uncurled and got up and staggered. It was ugly. It had a big head and eyes like empty sockets - black with no pupils. Long, thin legs and arms, and it looked like an emaciated old man. It looked odd, but had gentle movements. Bob talked to it and it responded like it understood somewhat and made some responsive movements. There was no resistance to Bob. It was leaking a clear fluid from the arm and Bob put a piece of cloth over it and it didn't resist again. Then Bob carried it off the road and it looked to the sky. Then, someone else came running over from the desert side with a gun and said he'd been following it and would take charge and for us to get out of there. So we did. Two days later, we were leaving and went by the area and stopped to look around and we found it dead with gunshot wounds where we'd left it. We left it there, but Bob took a sample (that disappeared later.)

**1955:** Finally, one day Bob mentioned to me that he was going to a 'crash-site' by a town outside of Alamogordo, Texas. Later that night, he came home and told me he'd need to talk to me and Nancy. We woke Nancy up and he sat her down and explained about the 'creatures.' One in particular, he had just hit and killed on the way to a crash site. I had already seen plenty of strange phenomena and creatures with him, so I knew (about them). But I never made a connection until this moment when he talked of spacecraft and 'other life forms.' He was bent on Nancy knowing the 'truth' about their existence, but also the importance of neither of us telling anyone because it could put us in danger. 'And people won't believe you anyway.' Over the years, I've forgotten so much and I'm only telling my daughter for her sake. She wants to know about her father. But I'm telling you this stuff was weird and scary at the same time."

## Part 14 - *UFO Crash/Retrievals, Status Report VII* by Len Stringfield

### **(Continued ) The Macabre Case of "Agent" Robert L. Malone**

Mrs. Robert Malone's Interview Comments Continue from Part 13:

**1958:** Bob was the 'consummate man' - all man. He was a hero. He was a he-man. He was tough and dedicated to the Corps and the right which, in his mind, was anything pro-America. But he was also very tender and nurturing. In uniform, he was tough, but never without a cause. He was an admirable man of many talents and deep convictions. I was proud of my husband.

**1961:** We had to go to the Presidio for an examination and it was here he reiterated not to let the Army do surgery on him and never let him out of my sight. He was very concerned that if he went in, he'd never come out and be able to leave. 'I know too much,' he said, 'and we're getting much too close.' It was a very hard life being under all these pressures.

Three months later at Bridge Motel on Lombard Street, it was here that an enlisted man approached us and asked for Colonel Malone. I asked who wanted to know and he was evasive, officious and unpleasant.

After that, we moved to El Cajon briefly and then to Ocean Beach, California. Once in San Diego, the calls became more frequent and Bob started to feel ill until one day in 1964, after several years of relative quiet, Bob hemorrhaged and had to go into the hospital. They decided at Balboa Naval Hospital to do surgery. After the

surgery, Bob did well until orderlies dropped him in the bath and ripped open his stitches. During his stay, I had occasion to talk with the military wives of high ranking officers in the Naval Ward. The strange thing was that each one - one by one - and even though all were in the hospital for minor problems - all were dead or passed off as dead within a week.

I ranted and raved to get adequate care for my husband while he was there. I spent every waking hour with bob and took Nancy out of school while Bob was hospitalized. After the fall, they said Bob developed pneumonia and needed a tracheotomy. Bob was very apprehensive and constantly worrying about us and what the outcome of this stay would be. I didn't understand any of it, but his desperate state of mind kept me fighting to protect him in every way I could, especially after watching the other wives lose their husbands for such trivial and routine procedures.

Then on July 26, 1961, we got to the hospital in the morning and spoke with Bob in the Critical Care Unit and he seemed different somehow, talking about seeing lights. I sent Nancy out to wait for me and I could see Bob needed his trachea tube cleaned, but the 'bird' wasn't there. So, I called the nurses to get one there and I called to the doctor to get one there. There was no hurry on the part of any of the responses to my husband's needs. It just blew my mind. There were few patients and no real care going on. Boy, did those guys hate me and my questions and complaining. they were all very negligent at that hospital. The next thing I knew, I was being told to wait in the waiting room and there was a flurry of activity - almost calculated. A short time later, a doctor came in and told Nancy and me that Bob had 'expired.' I told the doctor I wanted to see my husband and he refused. I never did get to see him to say good-bye and neither did Nancy. That's when I started wondering about what happened? You know when you later reflect over circumstances that don't seem quite right.

Then I tried to see Bob at the morgue, but couldn't get in. Then, I tried to have an open casket ceremony for his burial - no deal. Nobody would let me see my husband's remains and *that* alone was clearly fishy, especially after all of his concerns and pleading with me to never allow him to be taken to the hospital or to be left alone.

Afterwards, I was in shock and now for whatever reason, he was

gone and I had to think of surviving with Nancy. I contacted Frank who knew Bob and his background. He said he'd keep his promise to Bob to help Nancy and me. One day when I went home to look for papers I needed to get Bob's pension from the Army, I couldn't find them. I had this suitcase full of Bob's papers and important documents and it was gone. I know it had been there before because I had seen it recently and now it was not here. I turned that apartment upside down looking for it. then, when I tried to get Bob's proper ranking after all his years in the military, they denied his rank and the pay I was entitled to. Then, when I complained about the treatment the hospital gave Bob, I was told 'You can't sue the military.' I was lost. I was 36-years-old and already out of the labor market back then and dependent on Bob's pension. The whole life we had looking back was so strange to begin with and then to have such a vague and nebulous ending was really bizarre and upsetting."

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**Comments from interview with daughter, Nancy Malone,  
born December 26, 1949, at Camp Carson, Colorado**

Daughter, Nancy Malone: "Previous to 1955, I have very mixed recollections of life with my mom and dad. I don't remember ever seeing my dad in uniform. He was around most of the time in comparison to most kids whose fathers were gone all day to work. But he got called way a lot - all hours of the day and night. We moved a lot before I started school and though not as much after, we still moved more than most people until I was 11 years old.

I remember living mostly in the desert which I hated and in pretty isolated places. I had no friends to play with and spent a lot of time by myself. It was a very lonely time for a child growing up so rootless and transient. But I became very adaptable.

My mom back then didn't seem to have much of a life or personality. I remember her talking endlessly to my dad when we'd drive to a new place - always at night when we lived in the desert - cooler, dad said. But we'd just leave everything behind and start all over some place new in Arizona, New Mexico, Nevada - that area. And always close to an Air Force base or proving grounds.

My dad was the consummate military man - John Wayne - all the way. His life and first love and loyalty was the Army. He'd tell me

stories of his horse, Mickey, in the Calvary and a little about his dad saying being an Indian and Irish was something he was *very* proud of, but it was hard straddling two worlds so he just went *all* Army.

Then one day, when I was 5 or 6, dad came home late after one of his responses to a call. He told mom and me about the reality of 'other life than ours,' creatures with big heads, big eyes and frail bodies and long, thin fingers. He said he wanted us to know they existed, but we could not tell anyone. I keep thinking this is when my dad said he hit one and took it to the Army guys, but my mother says we were with him when he hit one and she saw it - and, yes, he took it to the authorities.

We saw the lights in the sky frequently. I grew up knowing 'life not like ours existed' and it made me question religion all my life. It was hard keeping that secret when everywhere people said UFOs and creatures did not exist.

I remember we were in South America for awhile and the same thing there - calls and off my dad would go. Then, back to the States.

**1957:** We were back in Nevada, this time in Las Vegas for 2 years. Until that time, we'd never stayed anywhere longer than a couple of months to a year.

**1959:** We were back in Vegas until 1960, then we went to the Presidio in San Francisco a year later. It is there that my father really started getting agitated about what would happen to him if he had to go into the hospital and warning my mom to *not* let them do surgery and to stay with him.

**1960-1961:** We lived in Gardena, California, for a year until I graduated. It is here that, I believe, a 'contact' was made because my experience here was like no other previously. My mom and dad left me alone for the first time in my whole life at home so they could go somewhere, at my insistence.

As I sat in my room on my bed listening to Debussy's Lauter, I believe I became aware of a presence and sound in my closet. The room was dark. I was in the bed. The window was to my left and the door at the foot of the bed to the right and next to the closet. As I

strained to see in the little light there was, a clicking noise got louder and then I noticed a shadowy form somewhat stooped in the closet. Scared the hell out of me! I pressed completely up against the wall and stopped the music with my left hand and drew covers up around me. I sat there a moment and thought I must be imagining this moment, but then whatever it was came out of the closet with its hands outstretched and advanced very slowly. The clicking continued and I thought maybe it was the nails on the hands. The eyes were big and stared incessantly.

## Scaly Reptilian Face

With the dim light, I could not see features well, but now and again, I caught like a shadow - highlighted a bit. It was scaled and had a short reptilian muzzle and ridges on the mouth or it might have been teeth. It moved so slowly, I was almost hypnotized by the movement. Then, I snapped out of it and in one bound went for the door dragging bed clothes all over behind me. I turned into the bathroom right outside my door and locked the door. Then, squatted behind the commode - I was terrified. Then, the thing started scratching on the door - not trying the handle or shaking anything - not even really like trying to get in - just scratching, long scratches down the door. A few minutes later, the scratching stopped as I heard my dad open the front door. When he came in with my mother, they gasped and yelled for me. I was scared to death. Although looking back, if whatever that was had wanted to 'get me,' it would have had no problem.

**1962:** We moved to a new apartment and moved again to a different apartment in the same complex that was nicer. My dad started easing off being away as much. But he got more worried as his health deteriorated a bit more - that the military would 'do something to him if he went into a hospital for any reason!' He warned mom about what to do if there were any problems and to stay with him, again just like he did at the Presidio. Well, his ulcer, I guess, started bleeding and he went and fell in the bathroom one day and had to go into the hospital for tests and surgery. Mom was frantic. She'd yell at orderlies and nurses to get him things he needed and asked questions endlessly. The people at the hospital hated my mother and her insistence on staying there at all hours. Me - they wouldn't allow much in the area. Dad went through the operation and was doing

fine when one day we were told an orderly had dropped (dad Malone) in the bath and ripped open his stitches. This was about a week after his surgery.

He was put in intensive care. But within a week, one day when my mom and I came to see dad in the morning, my dad told my mom that he had seen lights. She came in to me in the waiting room after trying to find a 'bird' to clean out his trachea. The nurses wouldn't let mom back into the unit and a few minutes later, a doctor came out and said my father had 'expired.' They wouldn't let my mom see his body. Now, my mom was already agitated from the fight she'd had the last two weeks with the personnel and the experiences she had with other officers wives in the same ward whose husbands came in for routine things and ended up supposedly 'dead' - all within days of one another. Ward 6D, I believe. That was too strange, even for a child of 14 like me to swallow. Especially a child of 14 with a mother as curious and aggressive about care as my mother was. She freaked out when they wouldn't let her 'say good-bye' or see him. That was the last time I saw my dad, that morning. I remember him saying how he'd seen 'lights' the few minutes I talked to him and he wanted to talk privately with my mom and it didn't seem to me he was having any problems. That's why I was so confused about it.

Well, my mother never believed he was dead, but there was not much she could do. She tried to see him at the morgue - no way. She tried to have an open casket burial - no way. Everything my mom tried to get to see the body, the Army blocked. Or in this case, the Navy because he was at Balboa Naval Hospital in San Diego. We went home in stunned silence. She left me with friends and for two weeks, my mom disappeared. That was hard on me. My dad was my world. I played and went to the movies with my mom, but I didn't have the same connection to her as my father. I was devastated and her leaving for two weeks, not knowing what happened to her or where she was. I was abandoned in grief and totally desolate. I never believed he died. After all that happened and I went to the funeral which was before mom left and was so angry, I couldn't cry. When mom came back, she said she'd kind of had a 'lost weekend' trying to figure out what to do. She contacted my Uncle Frank like dad had told her to, but it was awhile before I actually saw him. Then, she tried to get her pension from the government for his military service and the government denied his rank and gave her way less than she

was supposed to have. And she kept saying, 'You can't fight the government.'"

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Stringfield: In the brief history recorded here of the Malone case, I never came to any conclusion as to the meaning of his 'double' life of chasing or being chased by UFOs.

UFOs are redundant in the lives of the Malones as is the case among abductees, but at no time did any of the Malones claim they were abducted.

To add to the mystery is a comment by Georgeanne that really makes the case macabre. She said, 'The cemetery man (caretaker) and the mother do not believe there is a body in the ground. He told her, "There wasn't any casket buried there in 1964."

Part 15: *Epilogue - UFO Crash/Retrievals, Status Report*  
*VII*  
by Leonard H. Stringfield

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**Epilogue: A Personal Perspective**

To the average person worldwide, with an average education, regardless of cultures or religious beliefs, the contents of this monograph probably would be interpreted as pure nonsense. To them, who represent the backbone of civilization, they would probably find just as much credibility in ghosts, trolls, dragons or a pig with wings or maybe a cow jumping over the moon.

In a way, the general world public is like a sleeping *Triceratops*. It would take a threatening UFO event like a stalking *Tyrannosaurus rex* to rouse it into action. Lest we forget it took a Pearl Harbor to jolt the United States, overnight, into a united fighting mood. UFOs behave differently than warlike people; they subtly do their "thing" without bombs or ray guns, ever so careful not to disturb our traditional cultures or a football or soccer game.

As a UFO researcher and author, I, too, like many of my brethren, was brought up in a world of cherished traditions, mine based on Western culture, starting when I took a leap from believing in Santa Claus to suddenly face a world of God-fearing religions. Growing up, baseball was my sport, art and writing my hobbies, and I liked to read Edgar Allan Poe, Lewis Carroll and Conan Doyle. As a patriot, I enlisted in the Army Air Corps, spending 31 months in the 5th Air Force in the Pacific Theater of the war, 26 of them in a combat area. But, when I spotted three foo-fighters near Iwo Jima on August 27, 1945, which triggered my interest into research in 1950, the orderly world I thought I knew was no more.

To me, what does it all mean? Now, as I write this Epilogue, on the threshold of 1994, I know (or think I know) that something of the highest strangeness is happening to our world and to our human race from another world, or worlds, by an alien race, or races, endowed with a superior intelligence and an inexplicable gift of extra-normal powers.

While it is credible to believe that we may have been visited in Earth's primordial, Sumerian or Biblical times, the "Big bang" of UFO events have indeed occurred with a pervasive persistence since WWII. While our government, and perhaps others, may know all the answers, some of the answers, or none, whatever is going on to cope with the situation behind the walls of the Inner Sanctum, it has been effectively silenced under the highest degree of secrecy.

If this should be my last monograph on UFO crash/retrievals, I feel a warmth of satisfaction that my contributions have made a dent into the credibility that UFOs have had fatal failures. But the Roswell incident, alone, has provided enough strong testimonial evidence to suggest that at least one alien race has ventured to Earth and left its signature.

While the bulk of the work in the Roswell case has been accomplished by others since the Jesse Marcel revelations, I feel privileged being among the first to hear his disclosures (April 7, 1978) and the first, to my knowledge, to publish them in my paper, *Retrievals of the Third Kind*, July 1978, presented at the MUFON Symposium in Dayton, Ohio. I am also proud of the fact that I have contributed other sources to the Roswell treasury of witnesses, having been first to publish the names of Mrs. Sappho Henderson, wife of the late "Pappy" O. W. Henderson, who saw the retrieved bodies and flew some of the crashed UFO wreckage to Wright Field (thanks to John August); Beverly Bean, English daughter of Sergeant Brown of the 509th, who was involved in the retrieval operation (thanks to Timothy Good); Staff Sergeant Robert Slusher, crew member on B-29 flight which transported a top secret crate (bodies?) from Roswell to Ft. Worth. His name and others I got from a fellow crew member "Tim," my key informant, who still prefers anonymity. All of the above, except the late Marcel, have since signed affidavits for the Fund for UFO Research.

Speaking of pride, I've also had it jolted a few times. Knowing how the word, "anonymous" gives some researchers dyspepsia, I felt gleeful on one occasion when I was given special permission to introduce to

research, the name of the late Dr. Robert Sarbaucher, formerly science consultant in U. S. Defense Department's Joint Research and Development, in my *Status Report III*.

This privilege was granted to me by Arthur Bray, a Canadian researcher who had maintained the name in confidence for years on the request of his friend, Wilbert Smith, who met the scientist as head of Canada's Project Magnet in 1950. Having published Sarbaucher's name, researcher Bill Steinman managed to locate him and eventually received an extraordinarily informative letter which, in essence, stated that he was aware of official reports of a retrieved saucer and its "insectoid" occupants. Unfortunately for me, Steinman shared his prized letter with others who were in the limelight and in short order, Sarbaucher became big news, being quoted in most of the saucerzines. My first glimpse of the letter, however, came about belatedly when I was reviewing the rough copy of the manuscript for Steinman's book, *UFO Crash at Aztec* (1986) in which I was asked to write its Foreword. I regret that I was not given the opportunity to chat with the scientist for his comments to my own set of questions. So be it in the Hall of Mirrors.

Molded by mankind's traditions, I still have moments that I feel like I am living in a myth or that I have been deluded by everybody in the Hall of Mirrors. These negative notions are, of course, ludicrous. The foo-fighters I have seen over Iwo Jima in 1945 were not myths nor was I mesmerized by the GI next to me who also witnessed the phenomenon. Beyond that personal experience, the evidence postulating that UFOs are real is massive.

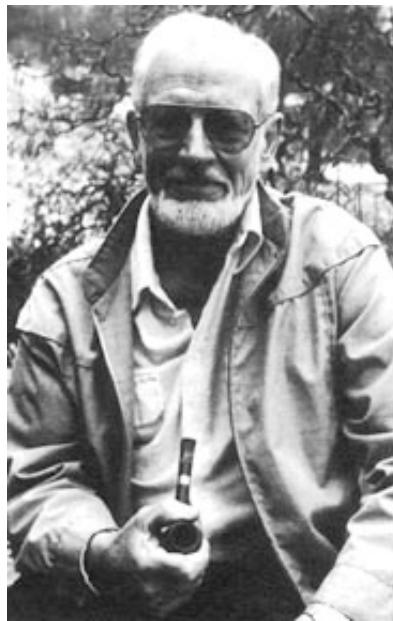
To my knowledge, there is no proof yet of alien intervention in people's lives unless we accept the sheer volume of reports claiming abduction. There does exist some trace evidence of biotic disturbance based on soil and plant samples but, again, it is not proof of an alien perpetrator. Crashed and retrieved UFOs, I believe, are the only sources of potential proof. With no official announcement forthcoming to verify their existence, my search into the UFO Hall of Mirrors, health permitting, will continue.

In closing, I must add there has been a sustained interest among researchers in my article appearing in the October 1992 issue of the *MUFON UFO Journal* entitled, *The ET Connection*. This featured a scientist who claimed eyeball-to-eyeball, telepathic contact with an alien volunteer at a secret U.S. location. Conducted in the 1970s, its purpose, I

understand, was to exchange scientific information. Of note, the scientist commented, "The insectoid's eyes were dominant; they were powerful - riveting."

After months of silence, the scientist, through his long-time friend, a physicist, who was my intermediary, said he, "liked my presentation in MUFON." Also, in trust, he allowed my friend to give me his identity, which I recognized as a person in the scientific community. Encouraged by this response, we expected more useful information to follow, but in early 1993, my friend called to relate that his source could no longer discuss the subject of UFOs because of certain sensitivities. That was his final word.

Attempts to make contact continue by my physicist friend, but as of January 26, 1994, without success. Once again, I am reminded of my many promising but inconclusive ventures into the UFO Hall of Mirrors - the abode of the surreal.



Len Stringfield, February 1994, Cincinnati, Ohio.

### **UFO Research Biography by Leonard H. Stringfield**

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- 1) Formerly director of an international UFO research network known as CRIFO, Civilian Research, Interplanetary Flying Objects, from 1953 to 1957. Was publisher and editor of monthly newsletter, *Orbit*. CRIFO was one of the world's largest UFO research groups in the mid-1950s.
- 2) Worked cooperatively with the USAF Air Defense Command, 1954 to 1957. On their request, I screened and reported UFO activity occurring

real time in the tri-state area of southwestern Ohio, northern Kentucky and southeastern Indiana. At that time, many UFO sighting reports came to my home from police departments, sheriff's offices, state police, the media and citizenry. I was assigned a code number - Fox Trot Kilo 3 Zero Blue - which would identify me at the telephone exchange to report by phone to the Air Defense Command Air Filter Center at Lockbourne AFB in Columbus, Ohio. If my screened UFO report was confirmed by radar, or other means, Air Force interceptors were scrambled. At this point, I was told that the resultant actions were classified. The Air Force paid my phone bills.

Published book, *Inside Saucer Post 3-0 Blue*, in 1957 which reviewed, in part, my cooperation with the U. S. Air Force.

- 3) Assigned as Early Warning Coordinator for the Colorado Project, headed by Dr. Edward Condon, 1967-1969. This was a government-sponsored scientific group, headquartered in Boulder, Colorado. I screened and reported UFO activity in southwestern Ohio to the project's headquarters.
- 4) Served as Public Relations Advisor for NICAP (National Investigations Committee on Aerial Phenomena) under direction of Major Donald E. Keyhoe, Ret., 1957-1970.
- 5) Served on Board of Directors in public relations capacity for MUFON (Mutual UFO Network), headquartered in Seguin, Texas. This international group, directed by Walter Andrus, is composed of technically oriented field investigators, specialists and consultants throughout the world. Also served as Associate Editor of the *MUFON UFO Journal*, their monthly magazine. Presently serve as Research Specialist in the field of UFO crash/retrievals.
- 6) Served as Associate/Investigator for the Center for UFO Studies (CUFOS) under the direction of the late Dr. J. Allen Hynek, astronomer, in the 1970s. Now named in honor of its founder, The J. Allen Hynek Center for UFO Studies. This is a scientific endeavor established to investigate and evaluate UFO reports.
- 7) Served as advisor in November 1977, for Prime Minister Sir Eric Gairy of Grenada, who proposed to the United Nations a plan to set up an agency or facilities for UFO research. Helped write his speech to the General Assembly. The following year, attended second meeting with the

Prime Minister, chaired by UN Secretary General Kurt Waldheim. Attending were Dr. Allen Hynek, Dr. David Saunders, Astronaut Gordon Cooper, Dr. Claude Pohar of France, Dr. Jacques Vallee and researchers Ted Phillips and Lee Spiegel.

8) President of Cincinnati UFO Society in the late 1950s whose membership was mainly professional people.

9) Received MUFON's Award of the Year in 1981. Announced at MUFON Symposium in Boston.

10) Formerly Director of Public Relations and Marketing Services for DuBois Chemicals, Division of Chemed Corporation, headquartered in Cincinnati, Ohio. Retired January 1981 after 31 years of service.