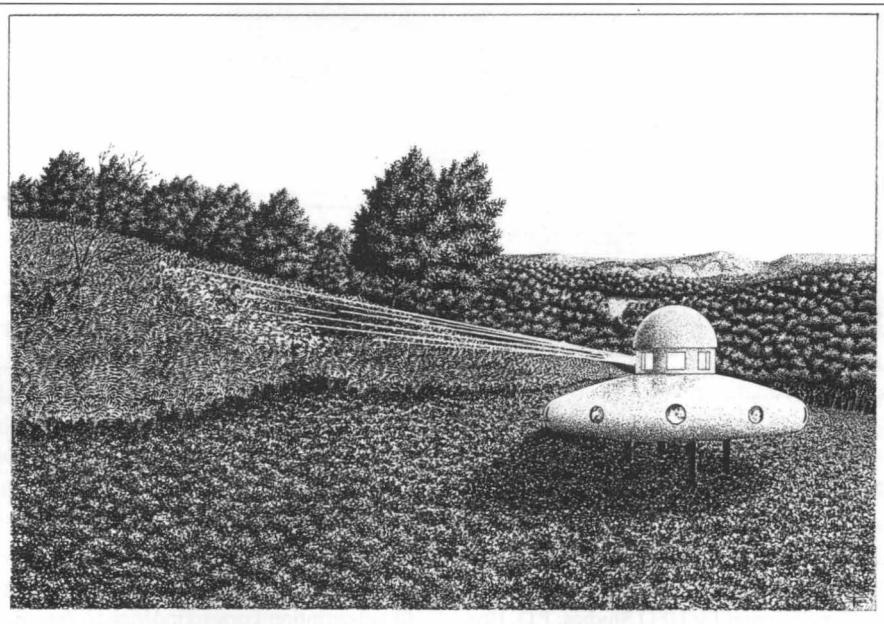


June 17, 1977, Cotile Lake, Louisiana. Laser-like blue beams shoot down from a hovering object and cause near-paralysis of three witnesses. The condition disappears when the disk goes away.



July 25, 1970, Jabreilles-les-Bordes (Haute-Vienne), France. An orange beam from a domed disk resting on four legs paralyzes and temporarily blinds a witness. Illustration from Lumières dans la Nuit.

CAN UFOs CAUSE PHYSIOLOGICAL EFFECTS? PART 1

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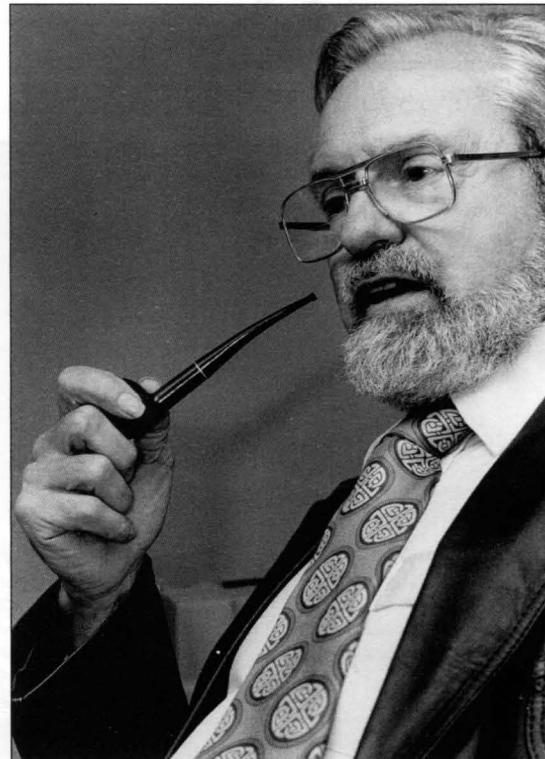
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MJ-12'S FATAL FLAW AND ROBERT WILLINGHAM

BY KEVIN D. RANDLE

The final and fatal flaw in the MJ-12 documents, or more specifically, the Eisenhower Briefing Document (EBD), has surfaced. This should be the error that proves the document was created, not in 1952 to brief then President-Elect Dwight D. Eisenhower, but in the 1980s in an attempt to validate the Roswell UFO crash. The mistake concerns the inclusion of information in the EBD about an event that never occurred. That would not occur in a real briefing document for the president, president-elect, or any high government official.

To put all this in context, and for those who might not remember, I begin with some basics on the MJ-12 controversy.

The first of the MJ-12 documents appeared on a roll of undeveloped 35 mm film in December 1984 in the mailbox of Jaime Shandera, a Hollywood film producer. He told his friend, Roswell researcher William Moore, about it, and they developed the film and discovered the documents.

This in itself was a problem because there was no provenance for the film. The envelope was postmarked in Albuquerque, but there was no way to identify who had sent it. Nearly every questioned-document examiner says that lack of provenance is a major stumbling block.

In a letter to me, ufologist Stanton T. Friedman suggested that this lack of provenance was actually a point in its favor. On February 13, 2001, he wrote, "Lack of provenance is bothersome, but understandable. Whoever filmed the EBD

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Robert Willingham in Civil Air Patrol uniform

and/or planted the CT [Cutler-Twining memo] was violating security by the filming and the release. Having a classified document is not against the law. Being an authorized recipient who leaks it to uncleared personnel is very much a violation. One might suggest that the lack of provenance is an indication of genuineness."

Well, no, that's just not the way it works. The lack of provenance is an indication of it being faked, just as not having the actual document but in this case a photograph of it is a sign that it is faked. In the case of leaked classified material, the source is identified as part of the verification process. If the source can't be identified, then the document is considered to be questionable at best and bogus at worst.

A second major problem is that the first document examiner that Friedman approached, Peter Tytell, said the documents were faked. He had various reasons for this, including the fact that the alleged signature of President Harry S. Truman is uncharacteristically low

and that it exactly matches another Truman signature on a document with a known provenance. This suggests that the signature was copied and applied to the Truman letter that accompanied the EBD. This, for Tytell, was proof that the letter was forged.

THE WILLINGHAM STORY

The most recent, and possibly the best evidence of forgery comes in the story told by Robert B. Willingham, who claims that he is a retired Air Force colonel and fighter pilot who had served in both World War II and Korea.

Willingham, according to the story he told, first to a reporter in 1968 and later to ufologist Todd Zechel who followed up on it, was flying a fighter over Texas when he

either was told about or saw a UFO flash past. It's possible they were testing a new jet fighter when the UFO appeared. The UFO seemed to be losing altitude, and he soon heard that it had crashed just over the border in Mexico. He returned to his base and flew out to the crash site with a friend in a light private plane. He found a spot where the UFO had impacted and left something like a skid mark before it came to rest. He landed, but the Mexican authorities wouldn't let him very close to the object. He was able to pick up a piece of debris that he wanted to have analyzed, but it disappeared after he gave it to some metallurgists.

In 1977, Willingham signed an affidavit about all of this. Although he did not provide a date for the incident in that affidavit (probably because he had already dated it in his first description of the case), it is clear from other evidence that he believed it to be December 6, 1950, perhaps at the insistence of Zechel. He did provide some very important details about the case. He wrote:

Down in Dyess Air Force Base in Texas, we were testing what turned out to be the F-94. They reported on the [radar] scope that they had an unidentified flying object at a high speed to intercept our course. It came visible to us and we wanted to take off after it. Headquarters wouldn't let us go after it and it played around a little bit. We got to watching how it made 90 degree turns at this high speed and everything. We knew it wasn't a missile of any type. So then we confirmed it with the radar control station on the DEW Line (NORAD) and they kept following it and they claimed that it crashed somewhere off between Texas and the Mexican border. We got a light aircraft, me and my co-pilot, and we went down to the site. We landed out in the pasture right across from where it hit. We got over there. They told us to leave and everything else and then the armed guards came out and they started to form a line around the area. So, on the way back, I saw a little piece of metal so I picked it up and brought it back with me. There were two sand mounds that came down and it looked to me like this thing crashed right in between them. But it went into the ground, according to the way people were acting around it. But you could see for, oh I'd say, three to five hundred yards where it had went across the sand. It looked to me, I guess from the metal that we found, chunks of metal, that it either had a little explosion or it began to disintegrate. Something caused this metal to come apart.

It looked like it was something that was made because it was honeycombed. You know how you would make a metal that would cool faster. In a way it looked like a magnesium steel but it had a lot of carbon in it. I tried to heat it with a cutting torch. It just wouldn't melt. A cutting torch burns anywhere from 3,200 to 3,800 degrees Fahrenheit and it would make the metal hot but it wouldn't even start to melt.

Like so many others, I accepted this affidavit as authentic. The witness was a retired Air Force officer and for many,

that meant credibility. Surely a retired high-ranking officer wouldn't be making up the story of a UFO crash.

Noe Torres and Ruben Uriarte, both careful researchers, interviewed Willingham for a book they were writing about the case (*The Other Roswell: UFO Crash on the Texas-Mexico Border*, RoswellBooks.com, 2008). Willingham provided them with updated material about the crash, indicating that it had occurred sometime in the mid-1950s. And Willingham had a new story for them. According to Torres and Uriarte:

A radio message warned Willingham and others about a fast moving UFO that was approaching Texas from the northwestern U.S. Suddenly it came into their view like an intensely bright light—like a bright star seen through a telescope. It blazed across the sky past them, and everyone in all the planes saw it. But because of the location of Willingham's jet, he was in the best position to see what happened after the object flew by.

Willingham estimated that the object was traveling at 2,000 miles per hour, and he saw it make a sudden 90-degree turn, without slowing down. As the UFO streaked toward the Texas-Mexican border, Willingham received permission to break from the formation and pursue the object in his F-86 fighter. Following the object's vapor trail, Willingham followed it down to near Del Rio, Texas, where he saw it suddenly begin to wobble and descend rapidly.

There are additional details about this available. Willingham claimed he was part of a group of F-86 fighters, and they were escorting a B-47 across West Texas when they received the message about the UFO.

Willingham also said that the object hit the ground south of Langtry, Texas, digging a 300-yard long furrow before coming to rest along side a sandy hill. Uriarte filled in more details when he said:

The aviator [Willingham] returned to the scene of the crash a few hours later. . . . They landed the small plane right along side the crashed UFO and noticed that a large number of Mexican soldiers had already taken control of the crash site. They had cordoned off the area and would not allow Willingham or Perkins to approach the main part of the wreckage. However, what they were able to see and look at was so amazing that it forever changed their lives.

Before being forced to leave the area by the Mexican military, Willingham picked up a chunk of strange metal debris that was about the size of a man's hand. He later tried to burn it, cut it, and otherwise deform it, but was not able to.

WILLINGHAM'S RECORD?

This was a different version with different bases and aircraft, crash site, and details. It made me wonder and I asked Torres if anyone had checked on Willingham's background. He thought that Bruce Maccabee had but Maccabee thought

that Todd Zechel, who first interviewed Willingham, had. I decided that no one had and I sought the documentation.

According to the National Personnel Records Center in St. Louis, which houses the records of everyone who ever served in the military, Robert B. Willingham had entered the Army in December 1945 and left the Army as an E-4, a low-ranking enlisted man, in January 1947. That was the only record of military service they had for him.

Willingham had pictures of himself in Air Force officers' uniforms from the 1960s and 1970s, but when I looked

closely, I discovered they were Civil Air Patrol uniforms instead. The CAP is a civilian auxiliary of the Air Force but the members are all volunteers, receive no compensation for their service, and are not members of the Air Force or the Air Force Reserve. It seemed to me that Willingham was attempting to change his CAP service into Air Force Reserve service to bolster his stories.

Willingham had some documents to support his claims. One of them seemed to be from St. Louis, but it was something that Willingham had put together and sent to them.

MILITARY RECORDS

Those who boast of military service, but who have no records of that service, often claim the documentation was destroyed in the fire at the National Personnel Records Center in St. Louis. True, there was a fire there in July 1973 and 16–18 million records were destroyed. Communications from the center often contain the warning that records were lost.

Robert B. Willingham, for example, has used that excuse for our inability to verify his claim of extended active duty. One problem for him is that records of his military service in the Army were recovered from St. Louis. He has admitted that these were his records but disputes the date he entered the Army, insisting that it was in May 1945 and not December as those records show.

At the MUFON Symposium in Denver in 2009, Ruben Uriarte gave me several documents that seemed to prove Willingham was who he claimed to be. These included a record, allegedly from St. Louis, of his military service into the 1960s, a "time and points" document, and a Reserve Order that seemed to confirm both Willingham's 20 years of military service and his rank as at least a lieutenant colonel in the Air Force Reserve.

It became clear that the first document had been altered using correction fluid and a photocopier. Lines were broken in some areas but solid everywhere else, indicating alterations. The notations did not conform to those normally used by the military, and there were other errors that suggested the document had been changed by someone unfamiliar with the finer points of military service, perhaps someone who had spent 14 months as a low-ranking enlisted soldier.

The time and points document turned out to be irrelevant because it had been created by Willingham. True, it was now in the possession of the St. Louis records center and it was stamped indicating its date of receipt, but it had been submitted by Willingham. Disingenuously, Willingham listed two squadrons and suggested in a handwritten note that they were Air Force Reserve. But they are, in truth, CAP squadrons, as other documents he presented proved. Do we see a pattern emerging here?

The final document was Reserve Order K 2825, which certainly looks official and seems to indicate that Willingham had served 20 years of combined active duty and reserve time that would make him eligible for a pension when he reached age 60. That applies to those who have not done

20 years of active duty alone.

I had hesitated in sending this on to the Air Reserve Personnel Center in Denver simply because it is a crime to alter these documents and attempt to gain a pension through fraud. However, it finally became necessary to learn the truth. I sent a FOIA request to the ARPC and asked if the document was legitimate. It seemed to me that this would be of sufficient importance to prove the point. If it was authentic, then we had our evidence that Willingham had served as he claimed.

According to the response I received, the document was a fake because it was missing essential information, including a date and Willingham's Air Force serial number. They also mentioned there had been congressional inquiries and that they had searched the records and could find nothing to support Willingham's claims. The order number was one that they couldn't find; with everything computerized these days, it should have been simple.

Here's the real point. The fire at the St. Louis center did not destroy everything. There are other sources of information available, and someone who had served in the military for an extended period, whether on active duty or in the reserves, would have left footprints. For the Air Force, the Air Reserve Personnel Center has copies of all the DD-214 forms (summary document of service).

If a serviceman had attended a specific school, it would be noted somewhere. I found on the internet a picture of my flight school platoon with me sitting with all my fellow warrant officer candidates and fledgling pilots. For Willingham, I could find nothing.

The Department of Veterans Affairs also maintains records of military service because all former members are entitled to medical services. Willingham's VA file records his service from December 1945 to January 1947 but nothing else.

If someone claims military service but can offer no records, or if he or she claims the records were destroyed in the St. Louis fire, that person is probably not telling the truth. Military service can be verified through many government and nongovernment sources, and we should be doing more to verify that service before we accept someone's credentials. Otherwise, we leave ourselves open for unpleasant surprises.

Two of the entries referred to squadrons based on military facilities, and Willingham had noted beside them, "Air Force Reserve." But the truth is, both were CAP squadrons which used the military facilities for training but were not part of the Air Force Reserve.

Willingham did have one document that had the look and feel of an official order that seemed to verify that he had served the 20 years necessary for a retirement pension and that he was, at that time, a lieutenant colonel in the Reserve. If that document could be authenticated, then it would go a long way to proving that Willingham was who he claimed to be.

Using FOIA, I sent a copy of the document, Reserve Order K 2825, to the Air Reserve Personnel Center in Denver. I asked if the document was authentic, and without violating Willingham's privacy, asked what they could tell me. I wanted to know if the order number was accurate and if it matched any documents on file.

The response from them was that the document was inaccurate, lacked specific information, and that no copy or record of it could be found. From their response I learned that Willingham had tried on several occasions to prove he had been an Air Force Reserve officer but failed. He'd even attempted to interest his Congressional representatives in helping him receive a pension for this alleged Air Force

Reserve service. Even with that Congressional interest, no documents were found to establish his claim of a long military career.

In the past, I ran a couple of experiments with the records center in St. Louis by submitting my own name and asking what they could tell me. While the documents I have received in return are sometimes inaccurate, they do prove that I had served in the capacities that I have claimed. I have been able to verify various military awards and assignments I received or schools I attended. With Willingham, that didn't happen, other than the short military tour in the mid-1940s.

I will point out that I did not end the investigation there. I contacted the various Air Force flight schools and asked their historians if they could find a record of Willingham attending any of those schools. They could not. I checked the Air Force Registry, but Willingham's name did not appear. Because he claimed on some occasions that he had received his commission through the Army, I checked the Army Registry as well. He does not appear there either.

There was one other bit of evidence. Willingham had said that he had been interviewed by a reporter in 1967 or 1968. He told the story of the crash then. This would be an important bit of documentation if I could find it. I worked with a number of MUFON members in Pennsylvania, but while they were tenacious in their searches, they were unable

FALSE MILITARY CLAIMS

Inflation and falsification of military service is nothing new. At least five of the last 10 men who claimed to have served in the Confederate army during the Civil War were lying. The reason seemed to be financial rather than basking in the glory of military service. All began their claims at the height of the Great Depression when many southern states were providing pensions for their soldiers.

Today it seems to be more widespread. The 1990 census asked if you had served in Vietnam, and 13 million said they had. Military records show that there were 2–3 million who had served, so 10 or 11 million were lying on the census form.

The list of UFO witnesses who have lied about military service is long. Alleged Roswell witness Frank Kaufmann said that he had been a master sergeant trained in intelligence. He was a staff sergeant trained in administration. Crashed-UFO claimant Gerald Anderson said he had been a Navy SEAL but the Navy and a SEALs veterans organization has rejected that claim.

Mel Noel said that he had been part of a special Air Force squadron that was tasked with chasing and filming UFOs. His real name, I believe, is Guy Kirkwood and there is no record of his ever being an Air Force pilot. Even if he was a pilot, he was not part of a special squadron.

Stephen Lovekin is listed on many websites as a brigadier general in the North Carolina Guard Reserve. He served on active duty as an enlisted man and never held a commission on active duty or in any of the official components of

the Army Reserve or National Guard. His commission is in the State Guard Association of the United States. I was at one time a major general in that organization as well.

And in one of the most egregious cases, Kane County (Ill.) Circuit Court Judge Michael F. O'Brien, who claimed to have been awarded a Congressional Medal of Honor for service in the Korean War, admitted to making up the story and resigned from the bench in 1995. No one had checked. It was nearly two decades before he was discovered as a fraud.

We have, for too long, accepted the credentials of those witnesses we wish to believe without checking on them. I was amazed at how often someone who claimed to be a Vietnam veteran was not. I was amazed at how often someone claimed military service only to be found to have never served or to have inflated his or her positions, responsibilities, and rank.

In today's world it is very easy to check on military credentials. Those who have served will have dozens of documents to prove it. They will be able to point to internet sites where more proof can be found. The streamlined records system at the National Personnel Records Center in St. Louis is another valuable resource. Answers can be received in a couple of weeks instead of several months.

Rather than accept someone's claim of military service, we should check it out. In my experience, the only ones who resent our attempts at verification are those who know the result will be negative. Those who are who they claim to be will be more than happy to prove it.

to locate the original article after weeks of trying.

On the other hand, I found a reference to it in *Skylook*, the predecessor of the *MUFON UFO Journal*. That article, published in the February–March 1968 issue said:

Col. R. B. Willingham, CAP squadron commander, has had an avid interest in UFO's for years, dating back to 1948 when he was leading a squadron of F-94 jets near the Mexican border in Texas and was advised by radio that three UFO's "flying formation" were near. He picked them up on his plane radar and was informed one of the UFO's had crashed a few miles away from him in Mexico. He went to the scene of the crash but was prevented by the Mexican authorities from making an investigation or coming any closer than 60 feet. From that vantage point the wreckage seemed to consist of "numerous pieces of metal polished on the outside, very rough on the inner sides."

Here it is clear that Willingham is in the CAP and that the year of the crash was 1948. There were three objects instead of one, but unfortunately for him, the aircraft he claimed he was flying didn't exist in 1948! This was, then, the third version of the story that I found, and it suggests that all versions are invention.

With no evidence that Willingham was ever in the Air Force Reserve, trained as a fighter pilot, or assigned to the bases he claimed, the story of a UFO crash just south of the border in 1948, December 6, 1950, or in the mid-1950s never happened. It is pure invention.

MJ-12 AND WILLINGHAM

The next question is: How does all this relate to MJ-12? What is the link between Willingham's tales and that controversy? And why does this show that the EBD contained inaccurate information?

Let's connect all the dots. We know that Willingham told his story to a reporter in the late 1960s, and based on that, a short notice appeared in MUFON's *Skylook*. Interestingly, that article also went to NICAP, which did nothing about it. However, Todd Zechel allegedly found that newspaper article in the NICAP files (or read about it in *Skylook*) and tracked down Willingham, who confirmed what he had said and even signed an affidavit about it in 1977. Zechel told investigator Len Stringfield on March 15, 1978, that he had a signed affidavit by the Air Force colonel, meaning Willingham. Zechel, in communication with Bill Moore, told him about the Del Rio crash and provided details, which is verified to an extent by a paragraph in Moore's *The Roswell Incident* that reads:

When a second group, Citizens Against UFO Secrecy (CAUS) was formed in 1978 under the directorship of W. T. [Todd] Zechel, former research director of GSW

[Ground Saucer Watch] and a one-time radio-telegraph operator for the Army Security Agency. CAUS's announced aim was nothing less than an "attempt to reestablish that the USAF (or elements thereof) recovered a crashed extraterrestrial spacecraft" in the Texas–New Mexico–Mexico border area sometime in the late 1940s.

Moore's friend Shandera received the film on which he and Moore found the EBD. Critically, the EBD contains information about the Del Rio crash that we now know is inaccurate, to put it kindly. The key paragraph in the EBD states:

On 06 December, 1950, [sic] a second object, probably of similar origin, impacted the earth at high speed in the El Indio–Guerrero area of the Texas–Mexican border [sic] after following a long trajectory through the atmosphere. By the time a search team arrived, what remained of the object had been almost totally [sic] incinerated. Such material as could be recovered was transported to the A.E.C. facility at Sandia, New Mexico, for study.

If there had been no crash along the Texas–Mexico border, then there is no reason for it to be mentioned in the EBD. And if it is, then the document must be a fake. Even if you accept the last dates provided by Willingham, the crash happened years after the document was written and couldn't have been included unless the writer was clairvoyant or wrote the document sometime after 1952.

The very first mention that I found suggesting a crash in Del Rio gave a date of 1948. A search of the newspapers in Del Rio turned up nothing. There wasn't even a UFO report of interest in the proper time frames.

I asked MJ-12 researchers Stan Friedman and Ryan Wood for a reaction to this. Wood said that he was too busy to provide a response, other than to suggest that finding the Del Rio case to be a hoax did not negate the rest of the document. I'm not sure what that rationale is. I would think

that proving that one aspect of an official document was completely inaccurate would seriously damage its already damaged credibility.

Friedman's response was to suggest that there was no connection between Willingham's crashed UFO story and the crashed UFO story related in MJ-12. Then strangely, he suggested that the Aztec, New Mexico, crash of 1948 did happen. This, too, doesn't salvage the EBD.

In the end, there is no other evidence of a crash at Del Rio or on the Texas–Mexico border. There are no hints in other documents, no other witnesses, nothing to support the idea. Eliminate it completely, and the EBD falls with it. Change the dates because of what Willingham has said, and the EBD fails again. This might be the final proof that the document is a fake, especially when all the other evidence is added in. This should put MJ-12 and the Willingham crash stories to rest—but in the world of the UFO, nothing is ever that easy. ♦

CAN UFOS CAUSE PHYSIOLOGICAL EFFECTS? PART 1

BY MICHAEL D. SWORDS

This article is the result of a rather unscientific study, but perhaps an interesting one. It grew out of a question, or a puzzle. I believe that many of us have an immediate recognition of what someone means when they say things like "CE3," or "radar-visual," or "vehicle interference" when describing a UFO experience. Most UFO phenomenological categories are similarly comfortable in conversation. But I have never quite felt that way about what I will label CE2p, or "Close Encounters of the Second Kind with Physiological Effects." What sorts of things are really in that category? Which types seem legitimate? Is it really a category at all, or just a mixed bag?

These questions are too large for a person with a merely part-time interest in that exact issue to answer, but I decided to give it a try.

My personal case files on the subject contain 162 file folders. This is not an impressive number but is not negligible, either. As a basis for a small study, it was not numbers that were bothersome but the fact that I had collected the files haphazardly. These materials had been accumulated merely by the accident of a long interest in particular cases. Some files had significant information. Some were merely a news clipping or an internet mention. I tell you this so that you will be better able to assess whether the results of the study speak to you or not.

Throwing caution aside and with no idea that I'd be asked to write an article about it someday, I began logging their contents. For my own benefit, I created an idiosyncratic scale or rating whereby I judged the quality of the cases from 0 (didn't happen) to 6 (anchor case). Ratings of 1 and 2 were files with poor documentation or other problems. Ratings of 3 and 4 were better established and possibly very strong if more original evidence could be found or added. And ratings of 5 were close-to-powerhouse cases that one would not be embarrassed to discuss.

For what it's worth, I judged the cases as follows.

Michael D. Swords is professor emeritus of the Environmental Institute, Western Michigan University, Kalamazoo.

Table 1. Number of cases by rating

Rating	Number of cases
0	4
1	26
2	18
3	40
4	40
5	25
6	9

As you can see, there had been only a small amount of unconscious quality filtering as these were collected, and perhaps that is a good thing for this effort.

YEARS OF OCCURRENCE

The table below shows the distribution of cases by period. This array will come as no surprise to veteran students of case files or the phenomenon generally. The numbers reflect the well-known CE2 richness of the 1960s and 1970s, followed by the precipitous decline thereafter. As this shows up time after time in CE2 studies, and as my own files were accumulated with neither comprehensiveness nor quality of cases in mind, I believe that this distribution is at least a crude estimate of when the CE2ps occurred.

Table 2. Number of cases by period

Period	Number of cases
1895	1
Pre-1940s	1
1940s	3
1950s	34
1960s	48
1970s	48
1980s	18
1990s	2
2000s	7

Aside note is necessary before proceeding, as I have made an unmentioned assumption. What I am writing about here are the CE2ps in the way that they were originally conceived in the days before abduction cases became commonplace. That is, incidents of physiological effects seemingly caused by the object (or light) observed, not as a consequence of being taken aboard the UFO. We are not talking about abduction cases. In this entire set there is only one exception to the craft-caused rule: a case where the witness was injured by trying to grab an occupant going back toward the UFO.

The cases in my files roughly match the historical UFO flaps, but not precisely (see Fig. 1). It is well-known that 1952 contains very little CE2 material of any kind. The supposedly mediocre year of 1956 contains as many incidents as the flap year of 1957. Admittedly, most of the 1956 cases are mediocre, but three seem significant (a rating of 4 or 5). The 1960s show their normal pattern with the Universe in full-throat laughter at us during the Colorado study. CE2ps of the 1970s don't correlate with the flaps of 1973 or 1975, but show something that is normal (in my experience) for that era—a relatively uniform richness of good cases across the decade. The year 1980 stands out as the last hurrah for CE2ps and is a straggler compared to the other types of CE2 cases, which faded away one or two years earlier. Please keep in mind that this is light years from a comprehensive study; better efforts will doubtless establish better results.

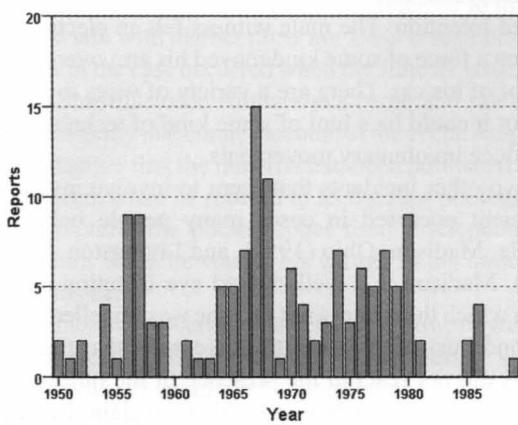


Fig. 1. Physiological cases (CE2ps) by year

WHAT WAS FLYING?

Because of a regrettable mathematical laziness, when it came to looking at simple-minded statistics, I decided to cut out 12 cases of the 162 and work with a round number of 150. Actually, this stratagem dawned on me because I was simultaneously wondering why I would include cases rated 0 and fussing about the inadequacy of depending upon the internet for uninvestigated believe-it-or-not claims. The last two decades—the internet era—had only nine reports. There were four earlier cases rated 0. I kept one of the zeros because people argued that I didn't know what I was talking about on that one. So, for the remainder of this discussion we are working with 150 cases, none from 1990 or later.

So, what was flying? What shapes or objects did witnesses report?

1. 67 were "disks" (45%). I include UFOs described as "oval" and "eggs" here as well.
2. 22 were "balls" (15%). I include "globes" and "circles" here.
3. 31 were vague, either not described or called merely an "object" (21%).
4. Only 6 were called "lights." This is testimony to the nature of close encounters and probably gives the lie to those who attempt to write CE2 cases off as natural phenomena.
5. There were also 6 "cigars" or "cylinders," 2 "tops" or "turnips," and 2 "footballs."
6. There were 2 "rectangles" and 2 "diamonds." There were no triangles (though 2 cases might be interpreted as such).
7. That left a dump-sack category of 8 other things. These are oddballs, from the mundane "flame" in the Cape Girardeau, Missouri, case of October 3, 1973, to the "healing cloud" of Connecticut in the summer of 1973. Four of this motley group were unusually shaped or structured objects: a crescent, an octagon, a refrigerator, and a sort of guillotine blade. I don't want anyone to get too excited about it, but each one of these was said to project a kind of invisible force (gravitational or a barrier field). There were not too many other cases of this type in the total set. Again, this is best regarded as a fun thought rather than a finding.

WHAT HAPPENS TO THE WITNESSES?

This is what I was trying to find out all along. And, happily, some parts of the mystery seem to be revealed.

CE2p cases have five major effects on people, with a separate category for effects on animals. These are paralysis (32 cases), temporary blindness and eye irritation (34 cases), "sunburn" (21 cases), headaches (18 cases), and nausea (16 cases). There were 33 cases with animal effects, mostly agitation, panic, howling, whining, and cowering. There were a small number (8) of other skin-damage cases (welts, rash), and this is probably a real effect, because three of those incidents were strong cases. And there are many unique effects that require a bit more faith from us.

My reading of the files is that the signature CE2p effect, paralysis, is exclusively generated during the experience and is not typically included with other sequelae. Paralysis cases occasionally leave the witness with a subsequent headache or (less often) nausea, but usually these are straightforward—a temporary paralysis while the craft is there. At least two dozen of these cases could be viewed in this way.

The other signature effect in CE2p cases is "sunburn," comprising an almost completely separate set. In fact, there is only one credible case in which the two effects appear together (Foxborough, Massachusetts, December 5, 1980). That case was not a typical sunburn case because the witness was struck by a beam on the chest and subsequently got a sunburn-like patch there.

This lack of an association between the two effects indicates to me that whatever mechanism produces the paralysis (through a beam or not), it is not the same as whatever produces the sunburn. This is something that we could have deduced anyway (perhaps some of you have), as the paralysis seems a purposely directed effect, while the typical sunburn seems accidental and due to radiant energy (visible or not) from the UFO. This may be viewed as small potatoes, but I wonder. It could say something profound about the intention behind the technology. If pushed to comment upon the slippery concept of intention in an alien mind, I'd risk the soft hypothesis that they have a clear intention to immobilize human action occasionally, but very little intent to do harm.

That latter point is controversial, but that is where I am led by my collected reports. Injuries and sicknesses seem to be at least viewable as the result of accidental exposure to radiant energy or sounds associated with the technologies.

Certain of the sequelae are no-brainers to interpret in this way. All of the eye irritations and temporary blindness reports are not at all mysterious when the witness has been looking directly at a very bright light source. A great number of the animal disturbance effects can be seen as resulting from either very high-pitched sound or infrasound. If there is infrasound emitted by the UFO, all manner of nausea and human unease is explained. Our military experimented with infrasonic weapons development aimed at making the



November 10, 1957, Madison, Ohio. A brilliantly glowing phosphorus-colored object emits puffy clouds. The witness suffers from eye irritation, rash, and itching, and moves involuntary when "entranced."

enemy sick, aching, weak, and confused, but unfortunately it tended to make our own guys feel the same way.

The microwave hypothesis that has been around for some time can explain the cases with heat, sunburn, tingling, blisters, and maybe the infrequent welts or rash (depending on what the doctors were actually describing there). In a sense, with bright light, microwave radiation, and high and low frequency sounds, one might account for the majority of the commonplace CE2p reports that do not involve paralysis. Other small clusters of cases where the witness falls unconscious and has a temporary memory loss also do not seem particularly mysterious.

Are there other effects of interest? Well, yes and no. Yes, because the 150 cases contain all manner of exciting, high-strangeness claims. No, because the vast majority of these are unique. That places the burden of credibility, for me at least, at a much greater level than if we had a cluster of such oddities. One way to reinstate some of these is if they occur in association with another well-represented and attested effect in a strong case.

An example of this is the Leominster, Massachusetts, event of March 8, 1967. The two witnesses told their stories promptly to a variety of persons, plus there was a relatively timely UFO investigation. (And because it occurred in Massachusetts in Raymond Fowler's heyday, its credibility goes way up and I rated the case a 6.) Intriguingly, one witness was paralyzed, one was not. This alone would indicate a directed intention. The male witness felt an electric shock and then a force of some kind moved his arm over and onto the roof of his car. There are a variety of ways to interpret this, but it could be a hint of some kind of technology that can induce involuntary movements.

Two other incidents that seem to involve involuntary movement occurred in cases many people believe are credible: Madison, Ohio (1957), and Livingston, Scotland (1979). Madison is a well-studied eye irritation and rash case in which the witness felt that she was impelled to walk. A second intriguing aspect to this case is that the nearby animals did not react to the presence of the object, which the witness found nearly impossible to explain. Livingston is the well-known case that some British ufologists feel is the UK's finest. (I disagree, but it shows the case is highly regarded.) It involved paralysis, weakness, a headache, and a robotic-guided involuntary walk to a spacecraft. (The case gets its strength from the large amount of potential physical traces found at the site.)

Other than these bits of evidence for involuntary witness movement, I find very little else in the collection on which to focus. But, what about healings? There are seven cases that involve something like a healing. They are wildly different. There is the golden, arthritis-relieving cloud of 1973 in rural Connecticut. It doesn't sound like a UFO case. There is the cut-healing beam that entered a room in the Akron, Ohio, area in 1967. Hard to find the UFO there, either. There is the believe-it-or-not claim of liver healing through the activation

(continued on page 23)

A CLASSIC CE2P: KERMAN, CALIFORNIA, 1978

Editor's note: This case was first reported in IUR 3, no. 9 (September 1978): 9-10, and is one of those included in Michael Swords's survey of physiological effects reports included on pp. 8-10, 24 of this issue.

The story of Officer Manuel Amparano of the Kerman, California, police department is one that took place months ago on May 13, 1978. *IUR* was aware of the incident at that time, but could not gain access to sufficient information about it as the officer's superior, Chief James Van Cleaf, elected to withhold most of it, for uncertain reasons. Amparano deferred to his boss and would talk with neither press nor UFO researchers. The first break in the case occurred when the June 27 issue of the *National Star* disclosed Amparano's name and ran a brief (and occasionally inaccurate) account of the event. Amparano expressed anger that the material had been published at that point; indeed, when he refused to let the *Star* photographer take his picture, the photographer used a telephoto lens to shoot him when he was in his garage in his undershirt, washing his car.

The picture in Kerman has changed now, however. A new police chief, Bill McKinney, has expressed willingness to submit all details, including the names of possible additional witnesses and records of Amparano's medical examinations. In the meantime, Amparano has provided us with a firsthand account of the unusual event.

Amparano was on Del Norte Ave. on the southwest outskirts of Kerman at 3:32 a.m. when he observed a reddish glow ahead of him. Thinking it was a fire, he drove to the site and pulled off the road by a cotton field near railroad tracks in time to see an unusual source of illumination about 45 degrees up in the southern sky. The source looked like a horizontally oriented oval, twice as wide as it was high; it was crimson red in color, looked half as large as a full moon, and uniformly illuminated. It was bright, but the intensity did not hurt the policeman's eyes. As it hovered motionlessly and silently, Amparano watched it out his open side window (his car pointing toward the southwest) for about four minutes. Suddenly the light source momentarily shot out a beam of blue light, like a camera flash. The mysterious object then

receded toward the southeast and cut straight up out of sight into the clear dark sky in seconds.

As Amparano drove back to the station, he was aware of a tingling sensation in his body, but dismissed it as being due to the "cold night air." It wasn't until he met five other witnesses and a chaplain back at the station that he learned he was "sunburned" as red as a lobster. The effect lasted for four hours before fading down. At 7 p.m. on the same date, the officer went to the Fresno Community Hospital for treatment of third-degree burns on his arms, face, and neck. Here is what is known about the physiological effects of the encounter thus far, based on Amparano's recollections:

- Amparano was burned right through a long-sleeve, dark blue uniform.
- The burns only occurred on the portions of his body facing the light through the open window (not through the windshield as reported in the *Star*). He was not burned where the metal door shielded him from the light. His back was normal.
- The redness died down after four hours, but the burns remained visible for two days. The day after the encounter, white "fever blisters" popped up on his face and the front



May 13, 1978, Kerman, California. A bright red oval object shoots a blue beam at an officer in a police car. The witness feels a tingling sensation and gets third-degree burns on his face, neck, and arms.

of his arms; these lasted for a week.

- The officer suffered a burning sensation "under" his skin for a week. At home, his body hurt badly, especially his groin. His wife told him he twitched in his sleep.

- Amparano claims that the hospital found his blood pressure to be high, something that had never happened to him before. He said that other tests were performed and codeine tablets were prescribed.

- Amparano said that two doctors felt the burns were caused by some form of microwave radiation. The symptoms certainly seem to point in that direction. *IUR* hopes that the medical records will shed more light on the physiological effect in a definitive way; only time will tell.

Contrary to published accounts in the press, Amparano did not personally apply for worker's compensation for injuries "caused by a UFO." In California, at least, an employer applies for the compensation on behalf of the employee. Also, the cause of the burns was listed as being of undetermined origin.

Is the officer's account credible? Amparano, a 32-year-old Mexican-American, has been an officer for five years on Kerman's 10-man police force. His colleagues regard him as a reliable individual. He spent four years in the Marines and was on combat duty in Vietnam. He took pains to avoid publicity about the event, informing *IUR* that he would "just as soon forget the whole thing," that disclosing it is "more trouble than it's worth."

There is also the potential for additional witness corroboration in this case, as 14 people called the station to report sightings that night.

Follow-up at the time of the event included calls to the airport at Fresno, which saw nothing on radar and had no planes going southeasterly at the time. Sgt. Holmes at the Air National Guard made similar comments, Vandenberg Air Force Base had no rocket launches, and local meteorologists launched no illuminated balloons at the time. We will present part two of the Kerman case when additional file material is available from Kerman's police chief.

POSTSCRIPT

Inevitably, there was never a part two of this article, as is typically the case in UFO investigations. We don't know why, but we suspect that the Kerman police chief never sent that extra information for review.

This case is a perfect illustration of how those who claim there is nothing substantial to study about the UFO phenomenon are wrong. True, we don't have a piece of what was seen by Officer Amparano, but we have the effects on his body and his position in the squad car, to provide a quasi-experiment for our own benefit. Whatever radiation caused his skin problems and other symptoms could penetrate cloth but not windshield glass or the metal of the door.

It has often been suggested that microwaves could be the key cause of skin damage and similar effects in UFO cases. Microwaves cannot penetrate metal, but they can pass through glass (which is why doors to microwave ovens have metal

wiring within the glass to prevent radiation from escaping). Microwaves can certainly penetrate clothing.

One line of investigation would have been to find out the properties of the window glass in Amparano's squad car and then test it with various microwave frequencies and power levels to see how much of the incident radiation penetrated to the interior. (Glass effectively blocks the ultraviolet rays of the Sun, which is why you can travel in a car and not get sunburned on a sunny day.)

Another line of investigation would have been to learn about accidents that have occurred with high-powered microwave generators and compare the effects on humans with what happened to Amparano. This might provide some estimate of the intensity of microwaves (if that was the radiation) that affected Amparano.

Finally, if the event had been followed up immediately, investigators could have scoured the area around the sighting location and hunted for effects on any vegetation that might have been exposed to the blue beam (this is assuming the beam wasn't directed solely at the squad car). If the beam affected Amparano, it certainly could have affected nearby plants and possibly animals.

This case, alas, also illustrates the difficulties faced by UFO investigation. Chief Van Cleaf would not allow Amparano to talk to investigators, and he certainly wouldn't have allowed access to the squad car, so any immediate investigation of the car or injuries was impossible, including any testing of what radiation could penetrate the windshield. Acquiring another identical make and model of Amparano's squad car would have been possible, but not easy, given the lack of financial resources (then and now). Then you need a device that can generate powerful microwaves, and test equipment to measure the radiation. No easy task, any of this.

Intriguingly, it is still possible, more than 30 years later, to do some of this research, especially if the make and model of Amparano's squad car can be identified. If an identical model could be located, at least the properties of the glass could be documented (or perhaps from available manufacturer information). And we could definitely research microwave accidents to compare with Amparano's injuries. Further, since he was only 32 years of age, he may still be available for further questioning about lingering effects from his experience.

CE2p cases, as Michael Swords has labeled them, are uncommon, especially detailed accounts with a reliable witness. Each case is important and should be seen as an opportunity to learn more—unlike garden-variety UFO sightings or even large, low-flying, triangular-shaped UFO cases that give us a peek and nothing more.

Editor's note: In an interview published in the *Fresno Bee* of December 2, 2002, Amparano said of his injury: "It was like a sunburn when you fall asleep at the pool. There were white blisters on the parts of my body facing that light. I also had trouble with sunlight. It was like right after you have your eyes checked and they are sensitive to light. That lasted about a week." ♦

PROFESSIONALS WHO DARE TO DISCUSS UFOS

BY MARK RODEGHIER

Many academics and professionals are sympathetic, even quite interested, in learning more about the UFO phenomenon. This has been demonstrated by the results from several past surveys, including one conducted by Dr. Peter Sturrock, and by my own survey of academics from four broad disciplines (and many private conversations). This interest, for a variety of understandable reasons, hardly ever leads to overt interest, still less to publishing articles and speaking in favor of the serious study of UFOs.

Lately, though, some courageous professionals have stepped forward and entered the fray. They have made arguments in serious publications for the reasonableness of the study of UFOs, even that alien intelligence could be the source for some UFO reports.

Philippe Ailleris was interested in UFOs as a teenager, and he has been working professionally in the space industry for over 20 years, working for a European space agency based in the Netherlands. He is also an amateur astronomer. During the International Year of Astronomy in 2009 he founded the website Unidentified Aerospace Phenomena (UAP) Observations Reporting Scheme at www.uaproject.org. As stated on the website, "This is a project aiming at facilitating the collection of UAP reports from both amateur and professional astronomers, via a questionnaire to be downloaded from a dedicated website."

In addition to collecting reports, he has become active in writing articles and presenting conference talks on UFOs and related topics (a partial list is available on the site). In this short note, I want to mention one of his contributions.

The European Space Policy Institute (www.espi.or.at) publishes *ESPI Perspectives*, short papers "presenting concise analyses and comments or innovative ideas in the field

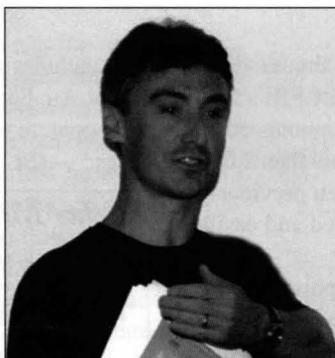
of space policy." Although this is not a refereed journal, it is read by a wide variety of those interested in space and space policy. In the January 2011 issue, Ailleris published the article "UFOs and Exogenous Intelligence Encounters." You can download the article and read it yourself. Quoting the abstract:

The search for extraterrestrial life has fascinated scientists and the public alike for over half a century. In recent years, astronomers and planetary scientists have multiplied their efforts to discover life forms by probing planets suitable for supporting its development with telescopes and robotic exploration missions.

Although the probability of discovering micro-organisms on other planets is increasing, the prospect of making contact with developed, intelligent extraterrestrial beings remains distant. However, such an event can not be excluded; it may happen unexpectedly and under as yet unforeseen circumstances, but it remains in the realm of possibility. In fact, recent opinion polls have shown that a

large part of the public considers such an event as very probable, or that it has even taken place already. Although the popularised perception of such "close encounters of the third kind" in the form of UFO sightings is scientifically unfounded, it helps to build public support for space exploration missions, advance scientific knowledge on atmospheric phenomena and psychologically prepare the public for encountering extraterrestrial life. Furthermore, one should not necessarily assume that such a contact would be initiated by humans, or that we would be able to realise and comprehend it based on our own experience and intellect. After all, it would be the greatest discovery in the history of mankind.

There are several points to note about this summary. For strategic reasons, Ailleris states that close encounters with humanoids—CE3s—are unfounded, but he makes it clear



Philippe Ailleris

Mark Rodeghier is scientific director of the J. Allen Hynek Center for UFO Studies.

in the body of the article that although the great majority of UFO sightings can be explained, we must remain open-minded in their study.

He then goes on to make a point that I've made privately in discussions with CUFOS colleagues: The UFO phenomenon has had a positive influence on public support for space activity, for NASA, and, yes, for the search for extraterrestrial intelligence (SETI). As he states:

The UFO phenomenon, like space exploration itself, may play a role in preserving our hopes and expanding our dreams. It may help address a philosophic, existential, or even religious need for us to find a deeper meaning and importance in our lives. . . . Space exploration and Ufology both answer to this innate need.

Further, he makes the perceptive observation that 60 years of UFO sightings has opened our minds to the eventuality of direct contact with a nonhuman intelligence, regardless of its proximity (it could be right on our doorstep, an observation he makes indirectly). And he explains that discussion and consideration of the UFO phenomenon forces us to broaden our parochial horizons about other intelligences and "highlights our anthropocentric biases." Actually, any discussion of intelligent aliens typically soon reveals a com-

mentator's biases and assumptions about aliens and their behavior, for example, "If they were here, they would land" or "If they were here, they wouldn't act nonsensically," to highlight only a couple of the more frequent claims.

Finally, Ailleris states openly another question that has been discussed for years in the UFO community but rarely surfaces in serious mainstream venues that mention UFOs. Regarding another intelligence, "Do we know how to study something that knows it is being studied, might not want to be studied, or might even be studying us in return?" The answer is, on some level, yes. This is exactly how the Soviet Union viewed us, and we them, during the Cold War. But, of course, there is something more profound, more confusing, and more unsettling about trying to study something that, by definition, would be far more advanced than us.

It may be impossible to determine how to learn something meaningful, beyond surface appearances, about an alien intelligence watching us, acting, and reacting (though some abduction investigators assert that those cases are the entrée to the mystery), but no serious effort has gone into doing so.

I expect that the work of Ailleris will be a small drop in the ocean of neglect afforded the UFO phenomenon, but I'm glad he's stepped off the sidelines and into the game. ♦

FBI UNEXPLAINED PHENOMENA DOCUMENTS

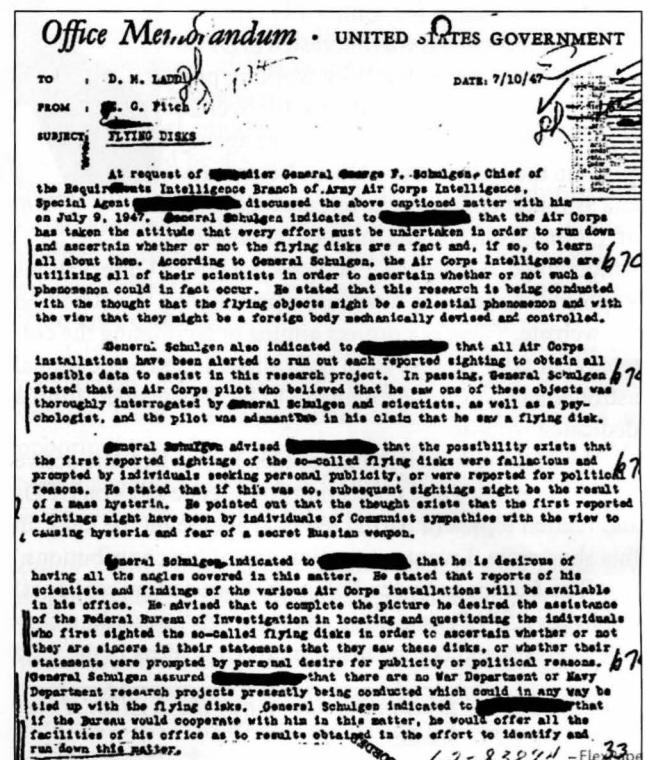
A wealth of UFO information is included in the thousands of declassified government documents posted to the FBI's new online "Vault" (vault.fbi.gov). In April, the FBI announced its revamped online reading room that contains more than 2,000 government files. While the documents had been previously available to the public, not all had been digitized and easily searchable online.

Among the documents are once-classified reports from the 1940s and 1950s detailing Air Force investigations into "flying discs." In one report from March 1950, Guy Hottel, a special agent with the FBI, said he received information from an Air Force investigator about flying saucers found in New Mexico. "They were described as being circular in shape with raised centers, approximately 50 feet in diameter," he wrote. "Each one was occupied by three bodies of human shape but only 3 feet tall, dressed in a metallic cloth of a very fine texture. Each body was bandaged in a manner very similar to the blackout suits used by speed flyers and test pilots."

Before you get too excited, be advised that this document first saw the light of day through a FOIA request by Bruce Maccabee in 1977: "It appears this was the result of a story told by [oil scam artist] Silas Newton, during a lecture at the University of Denver on March 8, 1950 [two weeks before the document was written], Newton tried to convince some potential oil company investors that he had secret alien technology that could be used to locate underground oil."

On the other hand, the Vault does contain a nice selection of FBI memoranda on UFOs from 1947 through the 1970s,

and includes this July 10, 1947, memo (below) regarding Army Air Force Brig. Gen. George F. Schulgen's request to cooperate with the FBI in the investigation of the "flying discs."—ABC News, April 11.



AN UPDATE ON VEHICLE INTERFERENCE REPORTS, PART 1

BY HERBERT S. TAYLOR

On March 19, 1992, at Haines City, Florida, police officer Luis Delgado was in his Ford Crown Victoria Police Interceptor making his normal rounds, when at 3:52 a.m. something completely unexpected and out of the ordinary occurred. He saw a green light in his rear-view mirror that he thought was coming from a small plane that was about to crash. Just seconds after sighting the green light, the interior of his patrol car (26) was illuminated with a green glow that turned the color of his dark-blue uniform to purple in appearance.

The object began to pace his unit, which was travelling at approximately 40 mph. The object moved from the right side to the front of the vehicle several times. When the object had done this for the third time, Patrolman Delgado slowed his car and pulled off the roadway, fearing that he might collide with the object. The color of the object was a green that he had never seen before and seemed to flow over the surface. He described the shape as approximately 15 feet long with a 3½-foot center. (A sketch drawn by Delgado shows a more or less shallow domed disc.) Delgado stated that after he pulled off the roadway, the engine, lights, and radio ceased to function. The object hovered in front of his unit, and then shone a bright white light into the interior.

During the nearest encounter, the object was hovering approximately 10 feet off the ground and approximately 20 feet northeast of his unit (see Fig. 1). At this time he exited his vehicle and began to walk backwards away from the object. He also tried to radio Haines City dispatch on his walkie-talkie, but it failed to function. Delgado also noticed that the air around him had chilled to the point that he could see his breath fog (note that the temperature was about 60° F.).

After he exited his vehicle, the object sped away at a fantastic speed after 2 or 3 seconds. The object departed in a northeasterly direction and disappeared from sight in only seconds. It did not rise in altitude, but hugged the treetops

Herbert S. Taylor has long been active in serious UFO research and has a deep and abiding interest that goes back some 60 years. He lives in Port Jefferson Station, New York.

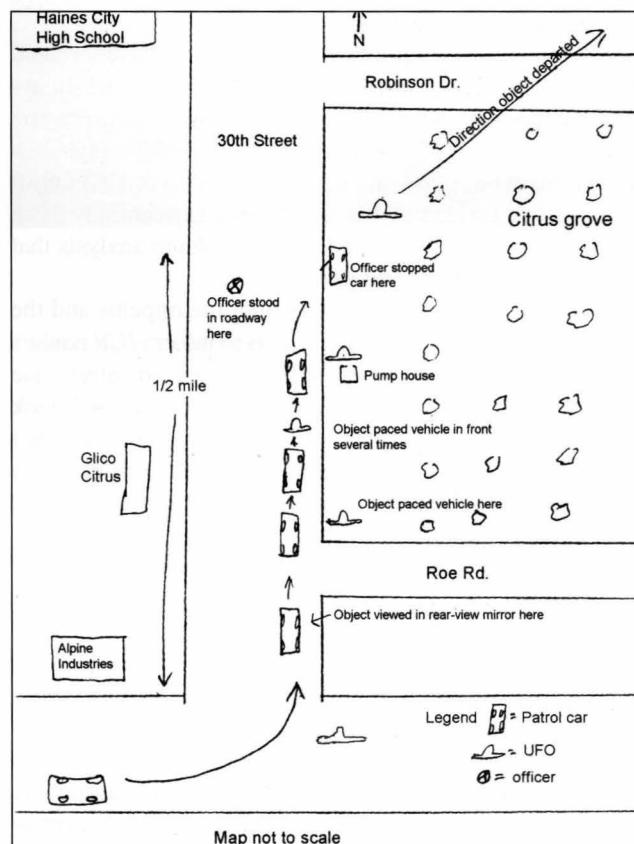


Fig. 1. Sketch map of Haines City case, March 19, 1992.

as it departed. The duration of the event was 2–3 minutes. The patrol car functioned normally after the object left, and Delgado suffered no health problems. Another officer arrived just after the object left and found Delgado shaking, crying, and unable to talk. Eventually he recovered and filed an incident report.

Source: MUFON case file. Investigated by Fearon L. Hicks, MUFON SSD/FI.

This dramatic incident belongs to a particular UFO subset known as Vehicle Interference reports (also frequently

referred to as E-M reports). This body of reports also falls within the larger category of CE2 events, which also includes other types of E-M cases, physiological effects on witnesses, and physical traces left in and on the environment. Vehicle Interference (VI) reports are not only a key component of the CE2 category, but they also comprise an important subset of the overall UFO phenomenon.

When a presumed UFO is observed (particularly at close range) and pronounced vehicle interference also occurs, a sighting becomes difficult to simply dismiss as mere coincidence or of only incidental interest. In short, vehicles are not prone to hallucination. This combination of events strongly suggests just the opposite—that there was indeed a direct connection between the observed UFO and the vehicle. This convergence of factors indicates the anomalous nature of such reports and the entire UFO phenomenon. The VI factor in itself shows that the UFO problem deserves careful scrutiny by the scientific community. Perhaps one day this will actually come to pass.

Others have recognized the importance of VI reports and written a number of worthy analyses of the subject. In my view, the best one is *UFO Reports Involving Vehicle Interference* (Center for UFO Studies, 1981) by Mark Rodeghier, a researcher who is now the scientific director of CUFOS. It consists of a catalog of 441 reports (overwhelmingly of an E-M nature), followed by a lengthy, in-depth analysis that included many charts and graphs.

Rodeghier's work served as both the impetus and the baseline for this article. Its purpose is to inform *IUR* readers that VI reports continue to occur (though sporadically) since the publication of Rodeghier's work. (In Part 2, I will look at pre-Rodeghier reports that weren't included in his study.) However, one of the real mysteries is that with the publication of this seminal study, VI reports greatly decreased, surely only coincidentally (see more on this below).

Let us take a look at some of the better post-Rodeghier reports.

1. On January 20, 1990, B. J. was on his way home from work and had just turned off U.S. Highway 61, proceeding east on Mississippi Highway 446 at the small town of Boyle. It was raining mildly with considerable lightning. The temperature was 53° F. At approximately 1:15–1:20 a.m., he saw an object low over the road about one mile ahead. He recognized it as unconventional. His reactions were surprise at seeing a UFO again (note that B. J. had been witness to a previous UFO sighting more than a year earlier) and that it would be flying in such bad weather.

The object was moving slowly east to west along Highway 446 at an estimated altitude of about 50–75 feet. B. J. sped up to overtake the object. Upon close approach of his car (a 1988 Subaru Justy), the object increased speed to 60 mph. B. J. paced the object for 2–3 miles, with the object just in front of and above the car. The right headlight of his car was out of adjustment and pointing somewhat upward, reflecting off the object and revealing its shape and characteristics (see Fig. 2). At times, the dome-like

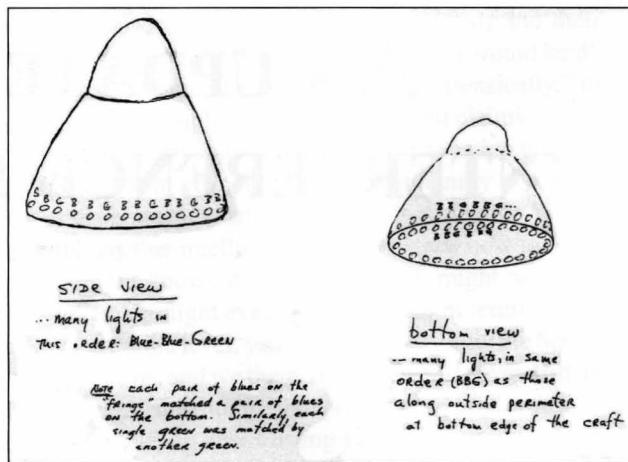


Fig. 2. Sketch by B. J. of the Boyle, Mississippi, UFO.

top and ring-shaped indentation were clearly visible. On one occasion, the outline of the object was partly visible due to lightning. After about three miles of this, B.J.'s car abruptly died. Engine, headlights, and dash lights went out simultaneously. He stopped the car and watched the object continue at the same speed, then make a smooth turn north, climbing as it went away. When he last saw it, the object was visible only as a row of lights, perhaps one or two miles away. The object was presumed to have entered the cloud bank. He then got out of the car (in the rain) and checked for unusual sounds, odors, or other effects. Finding none, he started the car and found that it ran normally (and no permanent effects were noted).

The object had followed Highway 446. If a tree stood on the right-hand or left-hand side of the road, the object crossed to the other side. When there were trees on both sides of the road, the object bobbed upward and over them, and then quickly descended to its original altitude after clearing them.

Source: MUFON case file, investigated by Dr. James Scarborough.

2. This report occurred on February 15, 1994, near Grillby, Sweden, at 11:00 p.m. It was a clear calm night, and the temperature was -12° C., with snow cover. Kerstin Hallman was on her way home from work, driving her 1983 Volvo 245. She reported as follows: "I was going at 60–70 kilometers because the road was rather slippery. When I was a few kilometers from home there was a sudden brightness and I looked up. Over a group of trees on my right side I saw a very oblong light that had 'spikes' on the upper part. Just as I spotted this light the car started to act irregularly. I looked at the dashboard and noted that the car lights grew weaker and the speedometer went down. When I looked up on the road again—I had to bend forwards—the light took off and it just disappeared. The light was yellow, almost like from a candle light. Very yellow. The car continued some 100–200 meters while the lights grew dimmer and dimmer and finally it stopped. It was completely dead."

She managed to roll the car to the side of the road and waited for help. A milk-truck driver came by, but he couldn't

start the car. But he did call Kirsten's husband on the phone and asked him to come and help. "As my husband sat down at the wheel and turned the ignition key it started with no trouble at all. He managed at the very first attempt."

A few days after the incident, UFO-Sweden paid for a checkup of Hallman's car, with a focus on the electrical system. No faults or problems were found that would have caused the reported failures.

Source: IUR 22, no. 4 (Winter 1997–1998): 12; UFO Aktuellt, published by UFO-Sweden.

3. This report occurred on March 30, 1995, in the North West Province of South Africa. The witness was a 45-year-old farmer named Jan Pienaar. He reported as follows: "It was about 8:30 a.m. when I came around a curve in the road and saw a black man shielding his face with his arms as though he wanted to ward off something. At that exact moment the engine of my brand new, small truck stopped. I looked up and saw the most incredible sight. Roughly 80 meters on the road in front of me stood the huge craft that rested on three landing pods. It extended over the entire width of the road and was about 8–9 meters high. . . . It had the form of two inverted soup plates with a pudding bowl on top. It appeared as though this upper level had seven windows or portholes. . . . there was a dent with a hole of a little less than 2 feet on the seam around the edge."

The object "buzzed like a giant electric beater. I got out of my small truck but suddenly I could not make another step. It was as though a magnet held me on the same spot. I stood like this for three to five minutes when the craft suddenly rose into the air. First it lifted up like a helicopter high into the sky, then it sped like lightning on a course toward heaven." It took some time before he regained his senses, and when he got into his truck and turned on the ignition, the engine immediately started up again.

Source: Afrikaanse Sonntagezeitung Rapport, April 2, 1995.

4. On September 29, 1995, near Vejle, Jutland, Denmark, a 24-year-old man was driving a 1981 BMW 320 on his way to visit his parents. His black Labrador dog was lying on the back seat. Traffic was light. The weather was dry and clear, the temperature was over 10° C. At 9:30 p.m. the various instruments on the dashboard began to behave erratically, and the windshield wipers (which were off) went on. He tried to turn the wipers off but couldn't. The dog started to become agitated. Soon the headlights changed in intensity, and the engine began to misfire. Finally the engine went completely dead and the car came to a stop. After three or four fruitless attempts to restart his car, he suddenly became aware of a strange, oppressive sensation "from above," like some sort of physical influence that he found hard to describe.

Without warning and without a sound, an enormously powerful light practically exploded over the vehicle. The light came from above, and it was blinking or pulsing quickly at regular intervals. The witness saw the light through the windshield, looked up and saw a huge disc above him. He was scared, but immediately opened the door, put his left

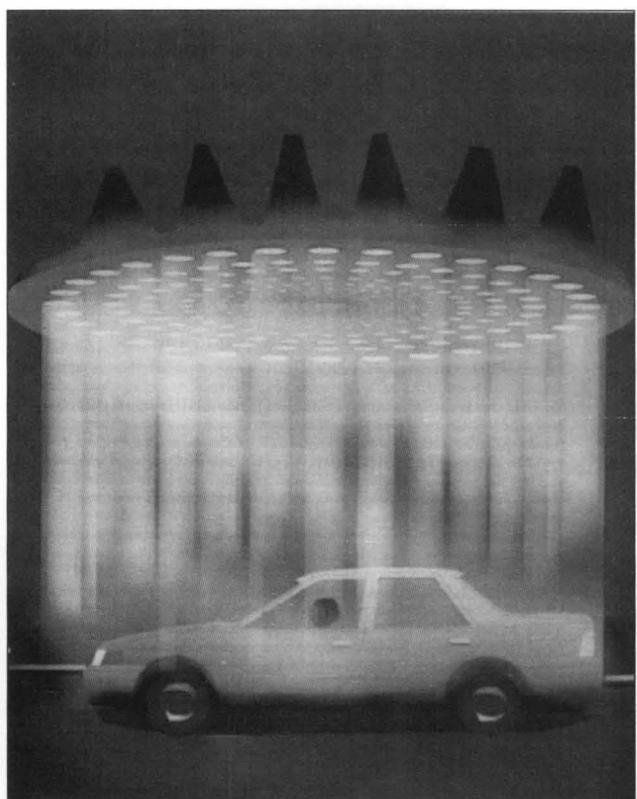


Fig. 3. The September 29, 1995, Vejle, Denmark, Vehicle Interference case.

foot on the road and leaned halfway out. His dog was whining and trying to hide, trying vainly to bury itself under the front seat. The light was dazzling and he had to squint to see anything. He saw a large disc, 12–15 meters in diameter, just 3 or 4 meters above the car (see Fig. 3). The disc's outer edge was dark against the background of the starry sky. A little further in he could see a number of concentric circles of light, which were closer together the nearer they were to the center of the disc. Each light-circle consisted of "lamps" that were equally spaced all the way around. Each lamp consisted of two circles, like a bulb in the middle of a reflector. The light itself seemed like neon, and each lamp shone as brightly as a halogen lamp. Near the center of the disc the light was so strong that the witness could make out no details. He observed that the boundary of the light was very sharply defined, going straight down rather than spreading out as would be normal. Consequently, the circumference of the light field on the ground corresponded to that of the disc above. The color of the light was white and indigo, and "quivered" in a strange fashion.

After a short time he saw that the intensity of the light was diminishing. Through the windshield he saw that the disc was slowly moving forwards ahead of him. It moved on towards the trees nearby, and as it reached the first trees it literally had to tip its left side up to avoid them. The object moved on with a faint light and disappeared in a matter of a few seconds. As the disc glided towards the front of the car, the witness could see that it was not flat. It had some-

thing like "triangles" or "spikes" which he estimated were approximately one-third of the disc's diameter. The outer edges were rounded off like a parasol.

For a short while he simply sat in the car, trying to calm his still agitated dog while he collected himself after what had happened. After maybe three or four minutes he turned the ignition key to see if there was any power. The headlights came on, and he saw that the digital clock stood at 21:31 (9:31 p.m.). He turned the key completely, and the engine started immediately. Lights and instruments were functioning normally. He was still feeling afraid, his legs were trembling, but he drove off.

Source: Kim Møller Hansen, from an investigation by SUFOI, pp. 188–193 in *UFOs 1947–1997: Fifty Years of Flying Saucers*, edited by Hilary Evans and Dennis Stacy, 1997.

5. This next report occurred on February 2, 2002, at Clermont, Florida, at 2:53 a.m. The witness reported as follows:

"As I was traveling down the road, I noticed a bright light on the left side of my car down by the lake, which is kind of downhill from the road. The light was so bright that it was almost like a truck's high beams or a spotlight shining directly in my line of sight. I didn't give much thought to the object as it was just above water level and was just sitting down in the valley. When I started to pass from its view, the light started to approach up the hill and made a slow move across the road above my car. It was now directly over my car, just in front of my hood, I would say at this point it was about 15–20 feet in the air. The light was so bright that I could see nothing but the light. I couldn't see anything in front of me. At this point my 1999 Ford Mustang completely died on me! The battery and all. I couldn't get the engine to turn or anything. Dead. I was sitting right below this thing and it was dead silent. I had the window about a quarter of the way down and I could hear nothing. It was probably the eeriest silence I can ever remember. The light sat there for about 30 seconds or so and finally started moving to my right until it was directly in view of the right side of my car. It took some time for my eyes to adjust and stop seeing spots. But all I remember is having that same bright light to my right and seeing it rise out of view and dart off. It was almost as though it shot off like a slingshot had propelled it at a 45-degree angle. Just like that it was gone. I continued to try and start my car, and, after sitting there for about another minute, it started. It took all I had to catch my breath and try to tell myself that I was okay and to block it out as though nothing had happened. I immediately called my parents, and then my girlfriend, and told them each of what had just occurred. They could all tell how anxious and scared I really was. I am 26 years old and I am a college graduate. I believe in rational explanations to events like these. I cannot think of any, which has me scared. My car is working perfectly and have never had any problems with it. The battery is fully charged. It couldn't have been a helicopter because the light was at a low level and there was dead silence. With the window down I would have for sure

heard the helicopter. I am a religious person, yet skeptical of such modern-day claims of supernatural events. I really am at a loss for what to make of this."

Source: National UFO Reporting Center, report dated February 3, 2002.

6. This report occurred on July 5, 2005, near Sargent, Texas, at 8:50 p.m. The witness stated:

"I was coming home from a fishing trip in Sargent, Texas. I had just turned off FM587 onto FM2611 when, all of a sudden, the lights in my car blinked twice, and then the car went dead.

"I coasted to a stop at the top of a small hill that was a curve. I was frightened. For one, I am female and was traveling alone, and I was in the middle of nowhere. I thought that the reason for the power giving out in my car was because my brother had been using my car battery earlier in the day and may not have tightened the battery cables properly.

"I didn't have a flashlight on me and I grabbed my cell phone to let someone know what had happened. Then I decided to get out of the car, knowing that my cell phone had a bright light on it, and I was going to check the battery cables.

"Before I could open my cell phone to turn it on, a bright bluish glow started to light up a wooded area across the highway from me. At first I thought it was another vehicle coming up behind me, and I panicked for a moment because my car had stopped on top of the hill on a curve, and, if the vehicle was coming up the curve too fast, it would hit me.

"But I realized quickly that it was not another vehicle. I couldn't quite identify the light, but the woods got suddenly brighter. The light went bright like a blue-white light bulb. It was more like the light from a giant blue flashlight or helicopter [search] light.

"I watched it slowly start moving upward through the trees. I sat in complete silence while I watched it move up out of the trees until it was above the trees and clearly in the sky with the stars for a background. It was a huge bluish translucent ball of light, with the center of the ball much darker than the outer edges.

"The outer edges of the ball seemed to vibrate or tremble slightly. It continuously rose up into the sky, at first slowly, but, the higher it got, the faster it went. Which was straight up into the sky until it disappeared.

"I sat in the silent darkness for a few seconds and then turned my car keys, which I had never taken out of the ignition switch, and the car started right up.

"The UFO was about 30 to 40 feet up. It was huge, maybe 30 to 40 feet across, but I could be mistaken. It was much larger than my car—a Volvo DL wagon. I resumed my drive to Sweeny, Texas.

Source: *UFO Roundup*, Vol. 10, no. 28 (July 13, 2005).

OTHER NOTABLE REPORTS

In the above section I've described some reports that were exemplars of this type containing adequate detail, often ones that have been investigated. In this section, I will describe several other post-1980 reports, in chronological order.

July 6, 1982, Hampshire, Tasmania, Australia. A driver saw a dark helicopter shape with a blue outline hovering over a nearby paddock. The car rolled to a halt after losing power. The object was about 5 meters above the road and about 20–30 meters away. The witness noticed that the barbed wire fence to the passengers' side of the car was throwing off sparks and making a fizzing sound. After a short period, the object turned, showed an orange glow, and then simply faded away to the west. The man started the car and left.

April 10, 1983, near Ross, Ohio, 8:30 p.m. Two drivers reported seeing a large bright-oval object that appeared to land. The property owner at the location also saw a white light on a hillside behind his home and reported that the object then ascended slowly before moving away at speed. The drivers said that their car lights had flickered and the engine had nearly stalled. The landowner reported flickering houselights and TV problems. Investigation of the landing site indicated that a heavy circular object about 50 feet in diameter had landed, producing a 3-foot burn mark in the center.

Circa 1984, Harvey Creek, Queensland, Australia, about 8:30 p.m. A huge light confronted two women in a car, whose engine and lights went out almost simultaneously with the sighting. The light passed over the car, temporarily blinding them. After a few seconds, the headlights came back on. The engine started the first time the ignition key was turned.

May 5, 1984, Rio Seco, Tucumán, Argentina, 9:45 p.m. Five workers on a trash-collection truck were near the Seco River when they saw a strange light like a fireball. At the same time, the truck stopped, and it was later found that the fuses had burnt out. The object, with the upper part giving off a red light and the lower part a blue light, hovered over the truck for about twenty seconds. The object then moved away silently, and disappeared in a few moments. Residents also noticed the strange light, which illuminated the village.

April 22, 1986, between Fossumbrone and Pesaro, Italy, 11:00 p.m. Two persons were in a car that stopped on the Flaminia highway and could not be restarted. After hearing a strange sound, they saw 3 discs, 20 meters in diameter, with domes and tripods, standing to the left of the road. They had white and blue lights. After hovering for 20 seconds, the discs emitted a strong whistle, accelerated with various maneuvers, and then disappeared.

August 31, 1986, Monzuno, Italy, 2:30 a.m. A man was returning home when his car engine stopped working. The driver left the car to find out what happened. Suddenly, alerted by a sharp whistle and dogs barking in the area, he saw two bright objects that could not be observed carefully. After that, they lowered in altitude and remained visible for more than one-quarter of an hour. He could then distinguish their shape as rectangular, followed by a luminous trail. The engine came back on as soon as the objects disappeared.

November 16, 1986, between Nocera Umbra and Valtopina, Italy, 9:00 p.m. Two witnesses saw a dark disc, eight meters in diameter, with a blue dome, fly over their car. The car stopped, and restarted after the disc went away. The

witnesses felt fear and were shocked. In the same area, there were six other witnesses who saw the same disc.

December 14, 1987, near Launceston, Tasmania, Australia, 9:30 p.m. A gray oval-shaped object landed on the road ahead of a Mercedes car. The engine and lights failed instantly, and the driver braked to a stop. There was intense light from the base of the object, painful to the driver's eyes. He left the car and was sick, hiding behind a tree from where he watched his car being dragged about 10 meters, as if attracted by a magnet, and leaving tire marks on the road. A Land Cruiser then approached the scene. Its lights failed, but the diesel engine continued to operate. It is noteworthy that this incident is one of several on record where diesel engines have not been affected while internal combustion engines did fail. The object took off with a whirring sound, and the two drivers discussed what had been seen. The car was covered with specks of melted bitumen, and serious electrical faults had to be rectified after the incident.

March 3, 1988, near General Belgrano, Argentina, 8:30 p.m. Two brothers in a truck approached some strange lights. The engine stalled and could not be restarted. The lights were now seen to be on a spherical object. It appeared to be hovering close to the ground. An occupant was observed. The engine restarted when the object left.

September 25, 1988, Lorain County, Ohio, 10:30 p.m. A man was driving along State Route 113 on a clear night when his car stalled. He was surprised to find two other cars stalled on the other side of the road. He got out of his car and had been talking to the four people from the other cars for a few minutes when they realized there were lights nearby in the woods, coming from a silvery triangular object with a rim and a rounded base. The treetops over the object seemed to be moving, although it was a calm night. After 15–20 minutes the object rose at an angle and moved away slowly and silently, passing overhead. The object seemed wider than the road, and from the center of the base there was a white light like a fluorescent lamp.

February 22, 1991, near Maids Moreton, Buckinghamshire, United Kingdom, 12:45 a.m. Three youths driving home from a school reunion saw a white cigar-shaped object which was glowing with numerous lights. The object came closer and seemed to have an unsteady, jerky motion. The car was then parked in a field to watch the object, which approached to within an estimated 100 feet. As they tried to leave, the engine and lights failed to respond, and there was no sound at all from the ignition, as repeated attempts were made to restart the car. A brilliant beam of light then enveloped the car, and a faint humming sound was heard. The light beam and sound disappeared suddenly, together with the object, and the car could then be driven away.

1992, near Alton Barnes, Wiltshire, United Kingdom. A man was driving his car when he saw a bright glow approaching from the opposite direction. He thought that it was from a speeding motorcycle, so he stopped the car, and left the engine idling. As it came close, the object changed direction, and then passed over the roof of the car. As it did

so, the engine stalled, which had never happened before with the engine idling. The object seemed to be emitting light all around it, and was very bright. A few seconds later, the object disappeared behind him.

February 1992, near Tennant Creek, Northern Territory, Australia, 4:00 a.m. Five witnesses. Upon coming around a bend, they encountered a huge area lit up from above. At that moment, the engine, lights, and dash lights all cut out. They stopped the car, restarted it, and carried on. Two minutes later the same thing happened, and about two minutes later it did the same again.

August 29, 1996, Port Arthur, Tasmania, Australia, 8:00 p.m. A mechanic noted a white mass of light. His car "played up" a bit. The light vanished, and the car returned to normal. At 9:30 p.m., on the return trip, the white mass returned and paced the car for several kilometers. The engine started to miss, and all lights went out. He could now see a cigar shape which was about 200 meters away at this point. He got out, checked the engine, and found nothing wrong. The cigar moved off, and the car started the first time.

November 4, 1997, between Minehead and Porlock, Somerset, United Kingdom, 6:00 p.m. A man driving home from work in foggy conditions saw three white beams of light which suddenly penetrated through the fog from above, and converged into a circle on the bonnet of his car. All of the electrics failed, and he was unable to restart the car. After about five minutes the light beam disappeared suddenly, and the headlights came back on. The driver was then able to restart the car, and resumed his journey. Arriving home, he found that both his watch and car clock were 5 minutes slow, and later discovered that a compass placed near the car showed a reading 90 degrees out of true.

November 28, 2002, Buenos Aires, Argentina. Two policemen in a patrol car saw a large light maneuvering in the sky for some time, and emitting colored sparks before it approached their car. As the light then reversed its course, the engine and lights failed. About 30 minutes later, when the object had moved away, the police car siren suddenly came on, and the engine restarted. The object paced them for a while to one side before it finally disappeared. A total of five police cars were involved in the incident.

SOME FINAL OBSERVATIONS

In preparing this article, it was necessary to search the relevant literature (as best that I could) in an attempt to find a meaningful number of VI reports that have occurred since the publication of Rodeghier's 1981 work. The total found numbered several dozen, most definitely not a large number for a 30-year period. (Compare this to the several hundred known VI reports from the previous 30 years.) This came as no surprise to me, as it is well-known to researchers that for whatever reason, CE2 of all types have dropped off markedly in number during the last 25–30 years. (*Editor's note:* See, for example, Michael Swords's article in this issue as comparison.) Because only some dozens of VI reports are involved during this post-Rodeghier period, no attempt will

be made to compare them to those many hundreds of the previous 30 years. The relatively small number of reports involved precludes any meaningful attempt at a detailed statistical comparison of this nature.

Having said this, however, I do feel it necessary to take note as to the time of day when the VI reports occurred. Very few reports occur during the day. It does happen, but very infrequently. About half of the total number of reports took place between 8:00 p.m. and 2:00 a.m. This pattern compares reasonably well with the reports studied by Rodeghier. (Note that this follows closely the same pattern for all anomalous UFO events. Jacques Vallee describes this very important pattern as the Second Positive Law, or the Law of the Times.) This factor alone shows that VI reports are neither accidental nor happenstance, but an integral part of the core UFO problem.

CONCLUDING REPORT

Before bringing this discussion of recent VI reports to an end, I can think of no better way to do so than by presenting the following report, one of the more noteworthy from the post-Rodeghier grouping. Also, it happens to be one of the most recent VI reports in this era. Perhaps most critically, it received an extensive investigation from MUFON's STAR Team, so unlike in many other UFO sightings, we can be more certain of these details.

The primary witness was a 41-year-old married man, a mental health professional who works in a hospital facility on the second shift. The report occurred on November 25, 2009, in Port Jervis, New York. He left work at midnight and was on his way home in his 2009 Mitsubishi Gallant (midsize) 4-door sedan that was approximately 2 months old. It was approximately 12:15 a.m., and he was playing Christmas CDs on the radio and singing as he drove. Coming around a bend in the road, he could see an object about a mile away—it looked pretty small. As he came to the next turn, he slowed down to about 25 mph to get a better look at it, but then it was almost on top of him, and he doesn't understand how it crossed the distance from where he first saw it to where he was in such a short time.

He stopped his vehicle along the side of the road and remembers putting the car in park, with the engine running. He could now also see that the object was generally cigar-shaped and was turning clockwise slowly (see Fig. 4) as it came towards him. He could see the object from the bottom and see the immediate area around the lights. He described

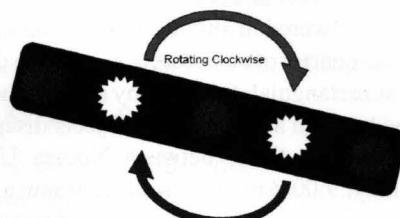


Fig. 4. The Port Jervis object.

the speed as slow like a hot air balloon. He heard a sound like a cat that was purring at a low frequency (continuously vibrating). When asked to compare the size of the object to an aspirin at arm's length, the witness said that it would be about the size of a baseball.

As the object passed directly overhead, the vehicle suffered complete power failure. The engine stopped, headlights went off, dash lights went off, and the radio went silent. He reached for his cell phone, and it was also dead. At some point he tried to put the power window down, and it did not work. He opened the driver's door and looked up at the object. He could see the lights on the bottom of it as he attempted to lean out of the car (seat belt still on). Then

the lights on the object went out. The witness wasn't sure whether it took off, or just turned its lights off. Immediately his car was running again. He stated that the engine was just running. There was no sound of a starter motor kicking in (as noticed during the normal engine startup). The witness described the experience as if watching a movie and someone pressed the pause button for about one minute and they went to play mode again.

Source: MUFON case file. In-depth investigation by three-member STAR team.

Part 2 of this article will discuss VI reports that occurred during the approximately 30-year period covered by Mark Rodeghier in his 1981 work, but were not included in it. ♦

COMMENTARY ON VI REPORTS

BY MARK RODEGHIER

Herb Taylor approached me some time ago about an update on vehicle interference (VI) cases, and I encouraged him to undertake the lengthy task of finding new reports and promised him my assistance. His initial goal was to learn about cases that had occurred since the publication of my monograph, but he soon realized that many early VI reports did not make it into my work, for a variety of reasons. (You will read about those in Part 2 of his article in the next issue of *IUR*.) So he gathered all the cases he could, whatever the date.

He was helped greatly in this work by the British UFO Research Association's publication *Vehicle Interference Report: 1944–2006*, compiled by Geoff Falla and released in 2010. Shortly before I completed my original work, BUFORA was the first to bring together in one publication a comprehensive list of EM-type cases. (Despite the title, the BUFORA publication includes interference with all types of vehicles, including aircraft.) This latest work updates that first effort. (For those who are interested, visit the BUFORA website at www.bufora.org.uk/content/.)

Taylor, as have many others before him, initially asked me whether I intended to write my own update article on VI reports, or complete a revised edition of the monograph. I won't list the many reasons why I haven't done that until now, but I will note the one substantive and critical barrier, one that is also discussed in the article by Michael Swords in this issue. It is not an exaggeration to state that almost the moment I completed the research for my study, VI reports, as with all close encounters, began to drop dramatically all over the globe, not just in the United States. UFO sightings of all types did initially drop at the same time, in many places, but they rebounded later, and although never reaching the levels before the late 1970s, still occur at a respectable rate.

But close encounters of the classic type have diminished considerably and have never recovered their numbers.

I noticed this change as it was occurring, because CUFOS, then with a large network of correspondents and other sources, received UFO information and reports from wherever UFOs were investigated. At the time I found it intriguing, and discussed it with colleagues, but didn't know exactly what to make of it. But after a short while, it was clear—at least to me—that this change was permanent, or as permanent as anything can be in this field.

Consequently, doing an update with the trickle of new VI cases wouldn't provide much new insight beyond the original studies, and that has continued to be true until today. In discussions with Taylor as he prepared his article, and based on some statistics I have been keeping, a reasonable estimate is that the number of VI cases has dropped by about 85% in the period since 1980. The CE2p numbers from Michael Swords's admittedly less than comprehensive compilation show the same trend, and I have no doubt that other close encounter cases, including nonabduction CE3 events, are comparable. (The reason for this change is something to leave for another time, but I would love to hear from readers with their own ideas on the matter.)

As a relevant aside, while field investigation is hardly my specialty, I was always willing to personally investigate a VI report. But given their rarity, I have investigated only three in person, only one of which was a compelling event. I have spoken to several other witnesses by phone, and corresponded with a few others, but that's the extent of my in-person experience.

Even though sightings have dropped, we can still learn something from the cases that did occur. What first strikes me is the continuity of more recent VI reports with pre-1980

sightings, in even some of the smallest details. I would summarize these as:

- The cases continue to occur in relatively isolated locations, sometimes quite isolated.
- The cases continue to occur predominantly at night.
- Diesel engines still are not affected by the UFO, while internal combustion engines are.
- The vehicles are not permanently affected by the incident and run normally afterwards.
- Extremely large UFOs are generally not involved, despite the more commonly reported giant triangles and boomerangs of today.

Finally one last point of continuity, which I find the most intriguing. Not only are giant triangle-shaped UFOs not stopping cars today, but neither are smaller ones (that are indeed otherwise reported). In other words, the same types of UFOs that witnesses reported in pre-1980 VI cases are still reported in today's VI encounters. Now that is a real mystery, since so much else about the phenomenon has changed. It is almost as if there is a script for performing a VI case, and darned if the script has to be adhered to, whatever else may be different in the other UFO "productions" commonplace today.

A script is also an apposite analogy because of the performance that often seems to be the motivation for VI cases, and close encounters generally—as Michael Swords has remarked upon in several *IUR* articles. There are literally thousands of UFO sightings every year, but even pre-1980, very few of these became close encounters with effects on the witness, a vehicle, or both. So what was it that distinguished the near approach of a UFO to a witness from the near approach with associated effects? Of course, we don't really know, but nothing in the report details has ever provided a satisfactory answer, and yet this question is fundamental to an understanding of the UFO phenomenon.

To study a subject analytically and scientifically means to study its patterns and regularities. Without these, it's just "one damned thing after another," and we will be left adrift in a sea of isolated anomalies. As part of the inquiry, you must eventually learn what causes the thing you are studying to happen at this time and place, and not at another, seemingly similar time and place. As an example, in recent years, meteorologists have made enormous progress in understanding the specific causes of tornados and have become quite adept at predicting when they are likely to occur (the key trigger is wind shear, with winds at different levels in the atmosphere coming from different directions, along with rising air from heating). Conditions that look to the untrained observer as comparable—ominous clouds, heavy rain, and lightning—can either be tornadic, or not.

For UFOs, we haven't a clue as to why conditions that appear to be the same ("That UFO came across the road, right by my car!") result in wildly different outcomes of vehicle interference. Unlike the natural phenomenon of a tornado, the intelligence that could be behind a VI sighting complicates matters enormously. If VI cases don't occur

inadvertently, which seems rather unlikely, then someone, some *thing*, is making a choice to initiate an event.

That, by itself, doesn't imply that the there aren't subtle patterns in the VI reports that can be discovered. Unless everything about the experience is truly random (and the commonalities and continuities listed above show that it isn't), the reports can be mined for information. But the trigger for a VI event, the conditions that set it in motion, would then not be nearly as simple as the equivalent of wind shear and heating, as with tornadoes.

Another fruitful direction to take with VI reports, as with all CE2 cases, is to study the actual effects in great detail, including an attempt to duplicate them under similar conditions. Even with fewer cases occurring, such a study is quite conceivable, as evidenced by the good work of the MUFON STAR team on the Port Jervis case. Just a few solid cases are needed for this type of research.

All sorts of interesting effects occur in VI reports, along with the actual vehicle interference. In Port Jervis, the witness's cell phone wouldn't function (and the same was reported to me in an Indiana VI case that I investigated a few years ago). In the Hampshire, Tasmania, encounter, the barbed wire fence was sparking and making a fizzing sound. In the Vejle, Denmark, report, the bright lights shining down on the car had a sharp boundary and didn't spread out, as normal lights do (yet they didn't appear to be laser beams). In the Haines City, Florida, case, the air turned colder.

There is an abundance of fascinating and perplexing effects to study. Some of these are more unusual than others, but the full range of physical effects is impressive. And there have to be hints at the forces involved from particular oddities. For example, in the Denmark case, the witness reported that after the car shut down, the car's electric clock was faintly lit, displaying not the time but instead a string of numeral eights. That would appear to be either a malfunction code or the display when the time isn't set properly (except that when the event was over, the clock was functioning properly). How much power is required to allow the clock to display something, even if not the correct time? How long can it be in this state and not return to normal functioning afterwards? Yes, there's plenty to study.

Returning to the concept of a performance, what is also confounding is that these effects don't repeat that frequently across cases, or in the same way. Sometimes the lights have a sharp boundary, but usually they are just lights, like any other. Sometimes the air grows warmer (or rarely, colder), but usually it doesn't. Sometimes other devices are affected—cell phones, watches—but usually they aren't. And sometimes the electric clock still displays something, but usually it doesn't.

It all seems a bit perverse. Do these differences depend on the distance and position of the UFO, the type of vehicle, the weather and local electromagnetic environment, and other factors even more obscure? Or do they just depend on the script? ♦

LETTER

MYSTERY AIRSHIPS

To the editor:

In "Mystery Aeronauts of Texas" (*IUR* 33:3), Jerome Clark quotes one of the (at least implicitly contradictory) newspaper stories linked to the alleged CE3 of Sheriff H. W. Baylor as saying: "They [alleged witnesses of a landing with details supportive of the Baylor story] are going from here to the Devil's river country to locate a herd of buffalo that was seen there some time ago by Mr. Duval West and some hunters from Galveston."

A *Seattle Post-Intelligencer* review of Michael Punke's *Last Stand: George Bird Grinnell, the Battle to Save the Buffalo, and the Birth of the New West* (Smithsonian Press, 2007) refers to "the despicable slaughter of the buffalo that meant only 23 were left in Yellowstone in 1902, along with several small herds in private hands, from the 30 million that roamed North America before the arrival of Europeans." I think that even in 1897, mention of a hunt-worthy herd of buffalo was simply the tell-tale that many literary hoaxers would put in to let the more thoughtful or more expert reader have an extra chuckle at the expense of the credulous. A parallel would be "sea serpent sightings" with latitude and longitude placing the ship far inland.

I suspect that the postcard statement allegedly by Sheriff Baylor, that the reporter who had used his name for "a Munchausen tale, was by orders shot this morning" was itself not the lawman's joke, but another tell-tale. I don't have at hand the text of the original press story about Baylor's experience, but I wouldn't be surprised to find something similar there.

In short, I think that all three news stories—not being the sort to dare lightning from named persons down on their writers—belong with one recollected by the 20th-century humorist, H. Allen Smith in *Low Man on a Totem Pole* (New York: Doubleday, Doran, 1941). In 1929, Smith finally struggled to New York, was hired by United Press, and met his journalistic hero, Sam Love. Smith told him how he especially liked Love's UP story about the Japanese inventor who tested a new parachute by jumping off the Brooklyn Bridge, and nearly drowned.

"It must have been fun," I said, "listening to him talk."

"Sam laughed.

"Was he in the hospital when you saw him?" I asked.

"Who?"

"The Jap inventor."

"I didn't see him," said Sam. "There wasn't any Jap inventor. I made it all up."

"Jesus God!" I said.

"I was a New York newspaperman."

The most interesting (and of course, lost) material would be in the mass of letters that inspired *Scientific American*'s single paragraph of notice of the wave—for there might

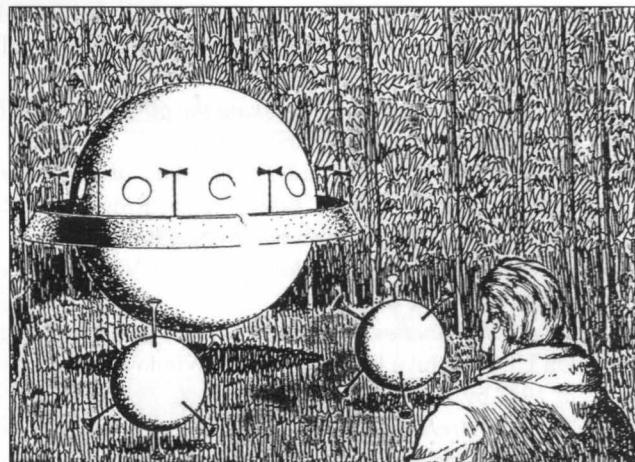
have been first-person accounts from actual and reliable individuals among them. Otherwise, we know that an old man told Edward Ruppelt that he had seen an airship. And an old man told Donald Menzel that he had, at the time, lied about seeing an airship. Score: tied!

Frank John Reid
Chicago, Illinois

PHYSIOLOGICAL CASES—continued from page 10

of kundalini energy in Copenhagen, Denmark, in 1967. There is the minidisk appearing in a New York City hospital room in 1975 and possibly having something to do with a cancer remission. And there is the now-you-see-it-now-it's-gone arthritic healing in the famous Dr. X case in southeastern France in 1968. These are not events from which I'd like to build an argument for UFO healing.

So what do we have left? There is the very strong Damon, Texas, police encounter of September 3, 1965. In it, one of the officers in the patrol car checking into a very large UFO (200–300 feet long) had earlier received a seri-



November 9, 1979, Livingston, Scotland. The witness feels paralyzed and weak, cannot talk, and gets a headache as he is pulled toward the landed globe. He finally loses consciousness.

ous animal bite on his hand. During the UFO event he felt his arm heating up, and afterwards he discovered that the wound was essentially healed.

The other case happened near Roswell, New Mexico, on June 20, 1968. Here, a husband and wife encountered an array of lights that hovered over their car. Both had a feeling of great peace, and when the UFO vanished, the wife found that her arthritis in her neck had been healed (whether it went away permanently, who knows?). It would be nice if we were receiving UFO healing cases in large numbers (for the witnesses, too!), but my case lists don't show it, just as they don't show deliberate injury or death, either. ♦

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