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May, 2011

NEWSLETTER

1958 - WEIRD HAPPENINGS IN TEXAS

by Rick Hilberg

One of the strangest reports to come from my historical files, and one that in 2011 terms would probably not be classified as UFOs but as what we now call orbs, came from Lampass, Texas, a town of some 5,000 population back then about 130 miles southwest of Fort Worth. On Saturday night, December 20, Mr. and Mrs. Franklin Richardson, who had been hunting rabbits about 10 miles north of town, were driving along the Spivey - Tapp Road when they saw, hanging 75 feet in the air a quarter mile from the road, over brushy country, six blue-white lights about four times the size of the headlights of a car. "We didn't pay much attention to them, but after noticing them for a while, they began moving around so that sometimes they looked as if they were in a string going up and down, sometimes they would blend into one light, and sometimes they would dance crazily without a pattern. They would jump and race and blink off and on. We watched them for a while and suddenly two of them broke loose from the rest and approached us very rapidly. They came to within 150 feet of our car, and then stopped and *sank very slowly into the ground*. Shortly afterwards, two lights came up through a pasture, skimming the tree tops, and although they were out of range of a .22 rifle, they lit up the interior of the car," Mr. Richardson reported.

On subsequent hunting trips to the area the couple again saw the lights coming out of the ground and sinking back again. They were always seen on clear nights, and always between 12:30 and 2:30 on Sunday mornings. Thus far they had not reported the phenomenon; but on the night of January 24 - 25, 1959 they parked their car to see if they could spot the lights again. In just a few minutes "we spotted a huge light about 20 miles north and to the east; it hop-scotched across the mountain and in nothing flat it was

directly east of us. Without slackening speed the light made a right-angle turn and headed directly for us," Mr. Richardson related.

Mrs. Richardson quickly started the car, looked over her shoulder, and saw that the light was very close. Trying to watch the road and the light at the same time, she took a curve too fast and stepped on the brakes. The car swerved to the right, bounced off a tree, crossed the road, and struck another tree on the left. Their car was severely damaged, and Mrs. Richardson was cut and bruised. Mr. Richardson took his wife to the local hospital for treatment (she spent the next week in bed), then found a highway patrolman and went back to the scene. Two of the lights were visible, but not close enough for a really good look.

On January 29, the Lampass *Weekly Record* published the Richardson's story, together with a statement that on the next Saturday night (January 31) the couple, along with their parents and a few friends, were planning a "small excursion" to the spot; Richardson would take his deer rifle and try to get a shot and "see what happens," anyone else who wanted to go was invited to come along and join them.

The results of the publicity could have been prophesized. More than 100 carloads of spectators, some genuinely interested, but most of them noisy and jeering, arrived on the Spivey - Tapp Road. Teenagers drove up and down honking horns and yelling. Spectators had brought shovels and dug in the area where the lights had been seen in the past. Fences were damaged, cattle and sheep were frightened. Whether or not the noise and confusion keep the lights away cannot be known, of course; in any event, the night was overcast, and Mrs. Richardson repeated that "we have never seen the lights when there were clouds."

In any event, after this night of circus like activity on the

part of many in the crowd, the Richardson's quit speaking to newsmen about their sightings, and no more was heard from them.

Lake County, Ohio
January 10, 2011
Field Investigator: Ron Bracale

Witnesses' narrative:

I was driving west on Route 90 in Lake county. I am about a mile to the Route 44 exit when I look up and see two bright lights over the tree line to the left of me. I notice three beams of light coming from each bright light pointing to the ground and one light beaming directly into the sky from its center. I knew there were three lights although I couldn't see the third because of the three beams of light pointing down. On my way back down the highway about 25 minutes later I looked for it again and it was gone.

Filed Investigators conclusions:

The witness was driving and only observed the object for a half minute. The sky was clear. The object was described as having two bright lights like very large landing lights, three beams facing down, and a single beam facing up. The beams facing down and up were like shafts, which were the same diameter for their entire length, as opposed to fanning out like normal lights. They were a yellow orange color. The witness felt that the object was round, but the three lights facing down were oriented in the shape of a triangle. The witness stated that if she held out her arms to measure it, it would be 1.5 to 2 feet between her hands. She thus had the impression that it was very close. It was also low, as trees soon obscured her view of it.

The witness was going to pick her daughter up from day care and ten minutes later, when she returned, she looked for anything that could account for what she had seen. There was nothing. She tried to image how a light post or something could have looked like that, but was unable to find anything in the vicinity of where the object had been that even remotely could have accounted for the visual sighting. This must therefore remain as an unknown.

Wayne County – Strange Sound
State Section Director Robert Diehm

Witnesses' narrative:

On the morning of Dec. 29th 2010 at 5:50AM I was awoken by a noise that sounded like it came from the kitchen. No one else was home at the time. I live in a ranch with the bedrooms on the far side of the house from the kitchen. The kitchen faces toward the rear of the house. The noise sounded like a low hum that a high voltage transformer

makes under load. I am an electrician so I have heard this sound numerous times. I got up and went over towards the kitchen expecting to find a cell phone or pager vibrating. The sound appeared to be coming from the counter area next to the sink. I checked the top of the counter and there were no devices operating that would make such a sound. I checked in the drawers below the counter and found nothing.

The sound was a continuous hum varying in intensity over a couple of seconds. It was sable and non-varying in pitch. I went down into the basement where there is a crawl space directly under the kitchen. The sound was not noticed in the basement. This led me to believe that the noise was external to the house. I live in a development with underground utilities, there are no transformers hanging from poles in the egress between the houses. The nearest transformer is located across the street and is pad mounted. If the noise had been coming from that direction I would have heard it in the living room which I did not. After concluding that the noise was external to the house I went to the window which is about three feet from the location of the noise and over the kitchen sink. As soon as I touched the curtains over the window the noise stopped. I became frightened and retreated into the living room, I did not have the presence of mind to look outside. The next day at approximately the same time in the morning I heard a large double bladed helicopter pass over the house. I was in the military and am familiar with the sound of these types of helicopters. This is unusual but has happened before as they pass over a couple of times a year, usually during the day. I would be interested to know if anyone else saw or heard anything during that time period or if what I have described has ever been heard by anyone else.

**President Harry Truman Realized
That UFO'S Were Real.**

By George Filer, Filer's Files, #11, March 9, 2011

Retired Army Col. John Alexander, 74-year-old former Green Beret A-Team commander and developer of non-lethal weapons at Los Alamos, N.M., says UFO disclosure has already occurred, and that the ultimate solution to UFOs is more complex than most people think.

"Disclosure has happened," Alexander told AOL News. "It starts with former presidents Truman, Carter, Reagan and [the Soviet Union's] Gorbachev. I've got stacks of generals, including Soviet generals, who've come out and said UFOs are real. My point is how many times do senior officials need to come forward and say this is real?" "At one time, before a lot of this information was released, I could see both the classified and the unclassified material. And I will tell you that 98 percent of the information was already in the public domain. The only things that weren't there was stuff like sources and

method, which is protected, but the information about the incident was already out there."

Alexander quotes President Harry Truman: "*I can assure you the flying saucers, given that they exist, are not constructed by any power on Earth.*"

Several months ago, a group of ex-military officers came forward to discuss their experiences when UFOs reportedly tampered with American nuclear missile sites. While Alexander acknowledges the events, he suggests why there was no intense intelligence investigation of these incidents.

"They absolutely happened, but when it's a one-time event, the attitude of investigators is: If it happens again, we'll get nervous, but since it didn't happen, put it aside." It's sort of an indictment that says, despite overwhelming evidence of interaction with strategic systems, nothing was done. And in my view, it is put, like a number of things, in the too-tough-to-handle bin. "In his new book, "UFOs: Myths, Conspiracies and Realities," www.stmartins.com

Alexander writes, *"UFOs are real! With no prevarication or qualification of terms, there are physical objects of unknown origin that do transit our universe. The evidence that supports those statements is simply overwhelming." The evidence he speaks of includes the hard data of sensor technology that has frequently confirmed the reality of physical craft and the high quality of extremely reliable eyewitnesses who are "neither misreporting facts nor delusional."*

"The problem is, when you discuss UFOs, we are talking everything from little balls of light to hard craft a mile or more across, and everything in between. So what is it?" Alexander asked. "I argue that, not only are we not solving the problems yet, we're not even asking the right questions, because we approach this wrong. I suspect that consciousness is a piece of the puzzle. We talk about UFOs, saying it's a technology that's 1,000 years in advance, but it really isn't. If you follow the history of these things, usually it is somewhat in advance, but not beyond our comprehension by any stretch of the imagination.

"The conundrum you get into is, yes, they are seen by sensors; however, at other times, they are not seen by sensors that should've seen them, and that's one I can't answer." Thanks to the Daily Galaxy . Ken Pfeifer MUFON NJ www.worldufophotos.org

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Get to Know Your MUFON of Ohio Field Investigators in Their Own Words

By Ron Bracale

I currently work as a Development Analyst doing mostly TSQL database programming for a Payroll/HR system. This would indicate that I am logical and also I am trusted with confidential data and master system passwords. I am also a musician, playing flutes and synthesizers (www.bracalemusic.com). I enjoy computer art (www.bracaleart.com). I am also a deep spiritual thinker (www.spiritinservice.com).

I saw my first UFO when I was around 12 years old. Sitting on the top bunk bed and looking out the window one afternoon, I saw a white disk shaped object turn 135 degrees and shoot up out of sight. As a young teenager I spent most of my little cash on model rockets. The first book that I saved for was Project Blue Book, which seriously disturbed me. I believed that the writers, supposedly representing the best of the scientific community dealing with the most important topic in existence, were fools. I was too naive to imagine that they were perpetuating a sinister delusion of the American public. For the next many years my life spiraled downward; although I always remained a deep seeker, I had no faith in the establishment.

My second UFO sighting returned me to scientific reasoning as much as Blue Book and the jeering media had turned me away. I realized that the alien culture which owned earth and acted as overseers had been teaching us spirituality for ages. Their message (in my opinion) was that God is not an entity, but rather the universe is divinely sentient. I was no longer naive: if Earth is a nature preserve, then beside the naturalists and wardens, there were bound to be the occasional profiteers and poachers. More importantly several scriptures from different parts of the globe told that there had been a war in heaven. A war may end, but in the hearts of many, the battle goes on. There is a great deal for us to learn about our galactic neighborhood and a need to be as wise as a serpent and as guileless as a dove as we do so.

I found MUFON a couple years ago and became a field investigator right away. I enjoy talking to people about these things. The vast majority of UFO case reports are resolved as identifications. Usually when someone learns that they saw a satellite, or something else known, they are happy that they made their report. Occasionally you get someone who saw something very strange. More than once I have heard someone say after a long interesting conversation that they were now relieved that they talked to someone who took them seriously and that they would sleep soundly for the first time in the days since their sighting. I understand fear and relieving another of their fear can literally save their life.

I want to know the whole story, as much as a human might. I have come to understand that the alien mind encompasses what we would refer to as the paranormal. Space and time are not as they seem to us and our beings

have a transcendental spiritual nature. It is humbling to consider elder races of vastly superior knowledge.

I believe in America and it is that belief that lets me feel free enough to express the opinions above. To protect and heal our nation's integrity, we must be bold enough to seek the truth and speak our beliefs. That said, please consider this phrase deeply: "Karma is stronger than Gravity".

Mysterious Winged Creature Reported In Pennsylvania

By: Stan Gordon, www.stangordon.info

On March 21, 2011, I was contacted by a witness who reported having an encounter with a very strange creature during the early morning hours of March 18, 2011. The incident occurred on a rural road in Butler County between Chicora and East Brady. The witness, a businessman passing through the area, stated that "this was the freakiest thing I ever saw, and it made the hair stand up on the back of my neck."

The man told me that he was driving down the road when from about a ¼ mile away, he observed something on the right side in a grassy area. His first thought was that it was a deer. The driver stepped on the gas to move closer to get a better view. From about 50 yards away, he observed something that appeared to be hunched down, and then stood up. The driver then observed a very tall muscular creature.

At this point, the driver had his high beams on and watched as the creature walked in front of a yellow reflective road sign, then crossed the two lane road in three long steps and continued into a wooded area. What he saw was a humanoid figure that stood at least 8 feet tall that appeared to have smooth leather-like skin that was of either a darker tan or light brown color.

The creature never looked at the witness, and was only observed from its side. The head appeared to be flat in the front section, and then rounded out. "At the top back of skull, it was like one of those aerodynamic helmets. The top was not quite a point, but looked like a ridge on top of the head." The face was flat, and the eyes were not clearly defined, but the man thought that they might have been pointed in the corner. The ear that was observed on the left side was long and flat, and came up and back and was pointed backwards like a flap.

The arms were muscular and a little longer than that of a human. The hands looked more like a claw, but the number of fingers was unclear. One physical trait that stood out were the extremely muscular legs. The witness stated that it was hard to explain, but the legs did not move like that of a human, and "looked like they bent backwards." The witness also saw what appeared to be wings on its back which were tucked into its body, with the wing tips extending toward

the side of its head.

No unusual sounds or smells where noticed during the observation which was estimated to have been about 7-8 seconds. As the motorist approached the location where the creature entered the woods, it could no longer be seen. The next day the witness decided to drive back to the location of the encounter to look for any evidence. The ground conditions were not suitable for tracks, and nothing was found. The witness did, however, measure the road sign that the creature had walked in front of. The sign was just over 8 feet high, and the head of the creature was estimated to have reached about 4 inches above the sign.

Spirits in the Sky: Aviation and the Unknown

By Scott Corrales

From: The Journal of Hispanic Ufology,
March 8, 2011

Much is made this day of the declassification of UFO material by some of the world's air forces and civil aviation boards, but much of this openness surely mirrors the greater receptiveness toward the UFO subject in society at large. Pilots and workers in the aviation industry who stepped forward years ago with claims of the abnormal could find their flight status revoked or their employment terminated.

We can only imagine the fate of pilot Ricardo France of the LAN carrier, who spoke openly to Chile's REVISTA VEA in January 1972 about being pursued by a flotilla of UFOs over a considerable length of Chilean territory for nearly 90 minutes. It is likely that he underwent rigorous investigation and medical checkups, even when four days after his experience, five hundred cars in the city of Tandil "were paralyzed by a flashing flying saucer" according to the same publication. These unbelievable cases form part of the collection of ufologist Liliana Núñez.

Pilots in Peril

"The altimeter started to climb and the artificial horizon spun like a top. The gauges all became 'whirlygig' and the readouts on three inertial navigation computers turned to frantic numbers and coordinates. The airliner flew along the indicated parameters, but if the autopilot had obeyed the instruments, we would've been killed."

It sounds at first blush like a line of dialogue from LOST or some television show in which square-jawed protagonists take on the unknown. But this is the testimony of a Mexican commercial pilot whose crew actually had a brush with the bizarre in February 1979 at eleven thousand feet over the Atlantic Ocean. The three man crew – who steadfastly

refused to allow their names to be used – spoke to researcher Alberto Montemayor under a promise of anonymity. Had the cause of the confusion on flight deck been ascribed to faulty software, defective hardware or some other mundane reason, they would surely have been less reticent. But as the airliner captain – known only as “F.T.” – told the researcher, the cause for the confusion anguish among the crew was an powerful source of light that appeared to fly over the aircraft for an endless, maddening three minutes.

“F.T.” had no illusions about the experience. “If someone was trying to send us a special message,” he told Montemayor, “all they managed to do was show us that the thing had such power and control over our aircraft that it could have seized the airliner and spirited us away.”

This harrowing experience is among several collected by our friend and colleague Bruno Cardeñosa, host of Spain’s ever-popular La Rosa de los Vientos radio show. Cardeñosa, an acclaimed UFO writer and researcher, mentions another mid-air incident involving a another Mexican pilot on an international flight between Europe and the Americas. The pilot – only known by his initials – said that the flight was going along as planned and that stepped out of the flight deck to inspect the cabin and see how the passenger service was going. He chatted for a few minutes with the cabin crew and some passengers when a flight attendant made a curious observation: the sun’s light was streaming through the wrong side of the aircraft. “I returned to the flight deck for an urgent confirmation. It turned out we were flying toward the O navigation point,” said the pilot, “that is to say, we were heading toward Africa instead of the Americas. We made the appropriate corrections, but the fuel wasted in the inexplicable turn forced us to land in Bermuda. Upon making the corrective turn, I could see a dot of light pulling away from us and throbbing brightly.”

But Mexican pilots have hardly been the only ones with tales to tell. An electrifying brush with unknown aerial “competitors” tested the mettle of pilot Carlos García Bermúdez and his co-pilot Antonio Nieto at the controls of Aviaco Flight 502 between Valencia and Bilbao in early 1978.

Captain García’s flight plan would take him from Valencia’s airport to the Sondika Airport outside Bilbao, a challenging destination at the best of times due to uncertain weather conditions. Dense cloud cover forced Aviaco 502 to be redirected to Santander, from which passengers could reach their destinations by ground transportation. As the airliner made its final descent through the clouds, it penetrated “a particularly dense, lens-shaped and extremely bright cloud formation.” The brightness was such that the pilot and co-pilot put on their sunglasses without giving the

situation a second thought.

As with the Mexican flight described earlier, the airliner’s equipment went haywire. Compasses, weather radar, VHF channels fluctuated wildly as the flight odometer started counting kilometers backward. According to Captain García, “We could neither receive nor transmit over the VHF band, and we later learned that both Bilbao and Santander were constantly trying to reach us.” This situation lasted seven minutes.

Flight 502 eventually emerged from the anomalous cloud and communications were restored. To their shock, they were in the same position as they had been before entering the cloud – twenty-two miles from Bilbao. The forty miles they covered while in the cloud had apparently never existed and the aircraft had made no forward progress for seven minutes. Cardeñosa remarks that “it was as if the cloud had pulled them out of space-time.”

Weirder things have happened: according to the March 13, 1992 issue of Mexico’s reputable *El Universal* newspaper, a sudden encounter with a UFO on March 6 of that year caused an airliner to become invisible.

The Aeromexico airliner allegedly departed from Mexico City at 11:30 p.m. en-route to Monterrey. The pilot dimmed the cabin lights and passenger began falling asleep for the short flight, until they suddenly found themselves staring into the night sky and the bright stars in the heavens above...as if the entire fuselage had been lifted away. “We were flying in space, seeing the skies and stars without the barrier of cabin walls, which were still there and detectable to the touch, but completely invisible,” said a witness to this sudden phenomenon. “We could even see the pilots in the cabin, at the controls of an aircraft that none of us could see, only touch.”

One would expect to see passengers gripped by panic, but this was not the case: the startled passengers tried to make sense of the phenomenon until they suddenly became aware of a glowing object shaped like two “inverted bowls” stuck together flying alongside the aircraft.

The newspaper account states that the broadcast media reported the disappearance of the Aeromexico airliner from radar screens in both Monterrey and Mexico City for ten minutes, along with the corresponding gap in communications.

Strange Encounters in the Southern Cone

Ever since the days of the “Stendek” affair in the 1960’s (solved in recent years when the wreckage of the aircraft was found in an Andean valley), the UFO phenomenon has

shown an interest in commercial aviation and has even interfered with routine flights, as has occurred elsewhere in the world.

The February 17, 2001 issue of Chile's "El Mercurio" newspaper ran an interesting story which demonstrated that this disturbing attraction to airliners wasn't a thing of the past: at 11:30 a.m., the crew of LAN Chile Flight 560 established visual contact with a shining ovoid object "of considerable size" which prompted the pilot to report it to the National Air Traffic Control Center in Santiago de Chile. Although civilian radars reported that the contact was not on their screens, the 5th Air Brigade in Cerro Moreno (Antofagasta) and the regional airport of Calama in northern Chile managed to track it.

Confirmation for the event was received five minutes after an Avant airliner had taken off from the Calama airfield--its crew corroborated the LAN Chile information, adding that the object was stationary and remained visible 10 minutes after the initial sighting.

The military air station at Cerro Moreno placed the object 40 miles over the town of Mejillones and at an altitude of 60,000 feet, thus ruling out the possibility that the strange object could have been a weather balloon -- the usual "culprit" in these cases--due to the fact that said meteorological artifacts were launched from Cerro Moreno on a daily basis early in the morning.

Across the Andes, Argentinean pilots have had a long history of facing the unknown.

Researcher and author Carlos Iurchuk takes note of two early incidents from the early days of the UFO phenomenon: In August 1958, private pilot Raul N. López took to the skies in his Piper PA (LV-XJW) on what he described as "a glorious day" marred only by the smoke arising from agricultural burning. Flying from Machagay to Resistencia in the Chaco, López became aware at 11:16 hours of a glowing "something" at 2400 feet, when his small aircraft was 180 degrees from La Verde. Within seconds, the unknown light had ascended to an estimated thirty six hundred feet and at twenty kilometers' distance. Intrigued, López changed course to get a better look, only to find that the light had exactly the same intentions.

When interviewed, the pilot noted that the intruder had come within seven kilometers of his position and was shaped "like a flat dish with a dome in its middle, and it was golden-yellow in color. Its external section was thirty meters in diameter and spun quickly, shooting off greenish-red sparks."

The physical proximity of the unknown object soon began

exerting physical effects on the Piper PA: López noted a rapid increase in the engine's RPMs as the golden disk rose into the air, losing itself in the blue sky. López remarked that he was startled to see that without having touched the controls, the tachometer indicated a return to cruising speed after the intruder had taken its leave. The Raul López case was featured in Hector Anganuzzi's "Historia de los Platos Voladores en la Argentina"

A year later, an Aerolineas Argentinas DC-3 piloted by Nestor del Blanco also ran into unknown traffic over the Chaco.

Flight 757, scheduled service to Buenos Aires, departed on time from Roque Sáenz Peña in the Chaco on 16 October 1959 on a 205-degree heading and at altitude of 7,900 feet. The DC-3 was well on its way toward a refueling stop in Sauce Viejo (Santa Fe Province) when Captain del Blanco noticed an unusual cloud formation on the horizon. Upon closer inspection, he noticed to his surprise that the cloud formation was actually "a spindle-shaped object" that was soon joined by three similar ones.

In subsequent statements, the pilot noted that the strange objects "had the color of lead" and were not self-luminous. They changed intensity according to the sun's brightness. At this point, the captain alerted Officer Manso, his co-pilot, and both men witnessed the curious intruders as they engaged in horizontal maneuvers. One of the objects – described as "voluminous" – disgorged three saucer-shaped objects that flew off, becoming mere specks in the horizon.

The DC-3's radio operator, Miguel Villafañe, was a third witness to the uncanny spectacle: he contacted the tower at Resistencia Airport to see if the objects could be seen from the ground, but all efforts were negative.

A Pilot Goes Public

A memorable scene in Steven Spielberg's *Close Encounters of the Third Kind* shows the moment when an air traffic controller asks two airliner captains who have just reported a UFO encounter if they wish to file a formal report--both men refuse, one of them saying unequivocally, "I don't want to report one of those!"

One can well imagine the penalties that a professional responsible for safety of hundreds of passengers and a multi-million dollar aircraft might face if he or she admit to seeing "flying saucers". Fortunately the silence imposed on airliner crews is now being broken as many pilots retire and no longer face being grounded for good. Juan Lorenzo Torres is one of them.

Torres, who retired from the Spanish carrier Iberia at the

age of 65, had an illustrious career that included forty years of flying military and civilian aircraft. Born in Madrid and the son of an Air Force general, Torres served in the military with Spain's King Juan Carlos and is presently the director of an aviation academy. "The day I saw a UFO from my aircraft," he told interviewer Pedro Madueño, "I wasn't able to sleep, and I haven't been able to stop thinking about it all this time."

But why would a man with such an illustrious background and career wish to enter the UFO fray? "I think many people would like to know that my crew and I saw something that no one has been able to explain to this very day."

On the fourth of November, 1968, at 18:23 hours, Torres was flying a Caravelle 6-R along the London to Alicante route (Iberia Flight 249). This routine flight proceeded normally until the Barcelona tower ordered the aircraft to descend from an altitude of thirty one thousand feet to twenty eight thousand feet, ostensibly to compensate for the transit of another aircraft on the same corridor. "Well, I had already ordered dinner and the trays were in the cabin," reminisces Captain Torres, "but at that altitude we were shaving the clouds, which produce a slight though uncomfortable turbulence. Having one's dinner that way was thoroughly disagreeable. I asked my co-pilot to visually monitor if the opposing traffic could be seen, in order that we could return to our proper level to have a peaceful dinner."

Within seconds, the pilot said that the incoming aircraft was in sight, but it wasn't another airliner: instead, the Caravelle's crew saw a flash of light heading toward them at full speed and on a collision course.

"We dumped the trays and our jaws dropped, since that blinding light was nothing we'd seen before," he explained. "We called the stewardess to witness the thing. None of us knew what it could be."

The petrified crew witnessed how the object stayed some ten meters away from the Caravelle's nose cone, moving up and down and sideways, but always returning to its position in front of the aircraft. Torres made an effort to contact the object in English and Spanish with no success; contacting the Barcelona tower was fruitless, since area was beyond its radar coverage. The next thing he did was to initiate an emergency broadcast "on the 121.5 channel, so that all nearby aircraft could communicate with us."

Torres recalls turning on all of the aircraft's lights in an effort to begin a rudimentary form of communication with the object. "I told it in Spanish: "On and off twice means no, on and off once means yes." When asked by the interviewer if there had been any success, he replied that "there had

been logic" in the intruder's movements.

"That night we all slept poorly, as my crew told me the next day. We all made a pact of silence, but lieutenant colonel Abreu of the Barcelona tower, called me when I landed at El Prat and told me that the radar coverage for eastern Spain had recorded those "UFOs". I asked for a copy of these records and he gave me one." This valuable bit of evidence would be lost later on in a series of events.

"Four months later, another Caravelle piloted by commander Ordovas had another sighting in the area, flying with the same flight engineer, Jose Cuenca! The news made it into the media because one of the flight attendants had a boyfriend who was a journalist. Journalists began calling and four months later Lt. Col Ugarte and a lawyer showed up and the copy was confiscated. After reporting the sighting, Lt. Col Ugarte concluded that what the co-pilot, engineer, flight attendant and I had seen was in fact Venus! Venus was stuck to my plane's nose, and I never realized it!"

Captain Torres' remarks go to show that unidentified flying objects have always shown an interest for our passenger airliners, and some have humorously suggested that the smaller unidentified objects may be attracted to jumbo jets like baby whales to surface ships in a misguided imprinting event

Few cases in Spanish ufology have achieved the level of angry pro-and-con discourse that characterizes the so-called Manises Incident, in which a Mirage F-1 fighter pursued a UFO for an extended period of time with full authorization from ground control. The military component of the case often overshadows the civilian aspect, which is hair-raising enough, as we shall see.

On November 11, 1979, Captain Javier Lerdo de Tejada, a senior pilot with eight thousand hours of flight time under his belt, was flying a Super Caravelle belonging to the TAE airline on a flight between the Austrian city of Salzburg and the Canary Islands, where over a hundred passengers hoped to spend a sunny vacation. After having been aloft for less than half an hour, the Super Caravelle began to pick up an odd distress call on the emergency band, being informed by ground control that it emanated from a point 40 miles northwest of the coastal city of Valencia. Captain Tejada remarked that it was as if the party sending out the distress signal had no knowledge whatsoever of Morse code.

At 23:47 hours, flight engineer Francisco Rodriguez reported the presence of a pair of red lights at a lower elevation and to the left of the airliner. The Barcelona control tower insisted that their flight was alone in the night sky and that no other traffic was in the area.

The object began closing in on the Super Caravelle, causing consternation among the crew, since it was flying within less than the 10 mile safety range. The lights, spanning a diameter of two hundred meters, practically made a bee line for the airliner, coming within half a mile of its wing. Certain that a collision was imminent at this point, Tejada broke his flight plan and began an emergency descent to the Manises airport outside of Valencia; the pursuit ended only when the approach maneuvers were initiated. "This was the first time," writes Spanish ufologist Javier García Blanco, "that a passenger airliner was forced to change its flight plan in order to avoid a collision."

Conclusion

Ufology has always set a high bar for witnesses, preferring the testimony of "trained observers" over reports from the average citizen. Airline pilots, entrusted with the care of human lives and very expensive equipment, surely occupy the highest tiers of reliability. The cases in this article suggest that regardless of the hypothesis one may favor to explain the phenomenon, unidentified flying objects have interacted closely with "up in the wild blue yonder" all over the planet...an interaction that shows no sign of stopping anytime soon.

Colombia: UFOs Seen Near Nevado del Huila Volcano

*Source: Diario del Huila - Colombia
<http://www.diariodelhuila.com/noticia/10197>
Date: 01.25.11 and The Journal of Hispanic Ufology, January 25, 2011.*

Unidentified Flying Objects have apparently been seen near the Nevado del Huila volcano, in the municipalities bordering the Cauca and Opita territory.

This information was made known by residents of the region, who are in possession of photographs and videos of what could be the presence of extraterrestrial civilizations.

The strange images or sightings, as they are called, recorded in recent weeks from the end of 2010 to the present, are apparently not the first, according to Ricardo Ayerbe, a "Huilense" expert in the subject, who says these episodes have repeated for more than a decade.

"Sightings of the unidentified flying objects known as UFOs (sic) have been recorded for some years now, and there are photographs that clearly show objects plowing the skies, particularly near the Nevado del Huila, and some municipalities bordering the Huila and Cauca, such as Belalcazar, Sebastián de Belalcazar and other communities," said Ayerbe, a researcher of the phenomenon. He explained that while the events are under

investigation, he believes that the alleged alien beings have some kind of interest in the geological area, which is currently at a Yellow Alert 3 level, and the volcanic activity is trending toward reduction.

The state of alarm in the area, which began last year, is due to the reactivation of some volcanoes in the central Cordillera, such as Nevado del Huila, according to followers of the UFO subject." It is very likely that these sightings are related to these geological events over the past months. At this time there have been sightings in high-risk areas, because they apparently have an interest in monitoring these hazards facing humanity, surely with the aim of intervening and saving the species from certain danger," Ayerbe noted.

The alleged Unidentified Flying Objects seen by residents of the Huila and Cauca border region have special characteristics in their movement, such as high speeds, making no noise whatsoever, and making themselves visible and invisible at will.

(Translation (c) 2011 Scott Corrales, IHU. Special thanks to Guillermo Gimenez, Planeta UFO)

Letter from Peter W. Merlin, author of *X-Plane Crashes*, Specialty Press

Bill:

Thank you for your recent letter regarding *X-Plane Crashes*, aerospace archeology, and your interest in UFOs. Like any unexplained phenomenon, unidentified flying objects are worthy of serious research and study.

Speaking for myself, I am ill equipped to evaluate most sighting reports, abduction claims, or unsubstantiated conspiracy theories. I can, however, apply my experience to the study of crash sites and crash debris. People make mistakes or create fabrications. Memory can be unreliable. Physical evidence, as pioneering forensic scientist Professor Edmond Locard once wrote, "cannot be wrong, it cannot perjure itself, it cannot be wholly absent. Only human failure to find it, study and understand it can diminish its value."

There is no one on Earth who would be more thrilled than I to find wreckage from an extraterrestrial spacecraft. It would be the ultimate trophy for any hunter of crash sites. There are a great many stories of UFO crashes, perhaps too many. They can't all be true, so how do we analyze them?

Once I began hunting for exotic airplane crash sites, I also began reading everything I could find on such famous (or infamous) UFO-related incidents as Roswell, Aztec, and

Kecksburg. It didn't take long to notice emerging patterns. It seemed that many UFO crash retrieval stories shared common elements:

- The incident and recovery of debris allegedly had the highest level of security classification.
- The unknown object crashed on public (usually rural) land in relatively close proximity to a civilian population.
- Civilian witnesses were often interrogated and warned by government officials to forget what they saw.
- The crash site was secured and controlled by government personnel for as long as deemed necessary to conduct recovery operations.
- Cleanup of crash debris was given top priority.

While overall details differed, all UFO crash retrieval stories seemed to end the same way. A government cleanup crew – either consisting of common soldiers or elite special forces – sanitized the crash site, removing every trace of debris. Civilian UFO investigators are therefore left with no hope of finding physical evidence at the scene.

Is such a thing possible or even probable? Could the government sanitize a crash site? Taken at face value, it initially seemed likely. Whatever government agency responded to such an incident would probably have access to practically unlimited resources with which to accomplish the task of eradicating evidence. But, was there a historic precedent?

It occurred to me that government response in the wake of a crash involving a Top Secret aircraft (such as those flown from the remote Area 51 test facility at Groom Lake, Nevada, for example) would be virtually indistinguishable from the response to a UFO crash. National security concerns would dictate a need to prevent classified materials from falling into the hands of civilians or foreign intelligence agents.

This is identical to the archetypal UFO crash retrieval narrative. Such incidents, therefore, can serve as a baseline model for evaluating UFO crash retrieval stories. To that end, I have studied incidents involving once unacknowledged special-access programs from Area 51, nuclear weapons, and other aerospace projects where security was paramount. I interviewed witnesses and participants, collected declassified accident investigation documents and photos, and visited the crash sites to see what (if anything) was left.

In November 2006, I included several of the best examples in "After the Fire: How the Government Responds to Top Secret Crashes," a paper I presented at the 4th Annual UFO Crash Retrieval Conference in Las Vegas. To prepare for my presentation, I had researched about a dozen incidents involving retrievals of various classified aerospace vehicles and weapons in the western U.S., spanning a period of approximately 50 years. I wrote detailed case studies of seven incidents and then selected three that most closely resembled classic UFO crash

retrieval stories. At the conference I explained to an audience of 300 how visiting these crash sites today and studying the remaining physical evidence can provide insight into the effectiveness of government/military crash retrieval activities.

I summarized my findings by noting that I could provide numerous additional case studies involving incidents in which responsible government agencies had sufficient motivation to completely sanitize crash sites in order to protect advanced materials, design configurations, or other classified information. I reiterated that material evidence indicates that these sites were not completely sanitized despite good reason and opportunity to do so. I also emphasized that although some UFO crash incidents would doubtless prove to be hoaxes or misidentified terrestrial objects, if they involved real events, then evidence should remain to determine the nature of those events.

I chose case studies that represented some of the most secret projects and the most aggressive attempts to sanitize the crash sites. Until recently, I thought the crash of a Lockheed F-117A in 1986 (while still an unacknowledged "black" program) represented the "Gold Standard" of government crash retrievals. The Air Force declared the crash site a National Defense Area while a small army of personnel spent three weeks cleaning it up, a difficult task in rugged terrain. Last year, however, the Air Force spent three months cleaning up the crash site of an F-22 on flat, easily accessible land. Many tons of debris-contaminated soil was trucked out and replaced with clean soil, and a contractor was hired to restore the original terrain contours and re-plant native vegetation. The effort was surprisingly less successful than I would have expected.

Generally speaking, I have learned that there is always something left at a crash site providing that it has remained largely undisturbed since the cleanup ended. Many crash sites have been paved over with expansion of populated areas and others have been picked over by souvenir hunters. Even so, I have usually been able to find something even in the worst of circumstances.

During a trip to New Mexico in 1994, I visited the Foster Ranch and asked permission to explore the area reported to be Mac Brazel's debris field. After a few hours of searching, I spotted the gleam of metallic foil in a rock crevice. Reaching in, I pulled out a T.V. dinner tray. Not quite what I hoped for. I have since come to believe that the preponderance of evidence supports the theory that the "Roswell Incident" involved some sort of balloon/radar-target (probably from project Mogul). I believe it was a non-event that eventually (decades later!) grew into an urban legend. It should have remained a mere footnote to UFOlogy rather than the huge distraction it has become, derailing the course of serious research.

I would be happy to investigate any unknown crash site of mysterious origin. Right now, the most intriguing mystery is the story of a supposed crash near Needles, California, in March 2008. Unfortunately, no one has yet been able to pinpoint the location.

Peter W. Merlin
The X-Hunters
Aerospace Archeology Team

Letter From: Clifford Clift, International Director, MUFON

April 4, 2011

Hi All,

I trust all is going well with you?

I have received questions from MUFON members relating to the "Background" check required of new Field Investigators. Please let me share with you the facts about the "Background" check.

In 2009 MUFON's former International Director had an attorney draft four documents. They were the Background Check, At Will agreement, Volunteer agreement, and a Non Disclosure agreement. These documents were approved by MUFON and made policy January 15, 2010. Since then MUFON Board of Directors and volunteers have determined they need revision, so over the past three months we have been in the process of revising these documents. I will be forwarding these new documents to all in the next month. In the mean time I will explain the "Background Check" document.

As you know, the Background Check is for new Field Investigators. The reason MUFON has required this document is pretty self evident, but I will explain.

The facts of the "Criminal Background" check are as follows.

All new Field Investigators must have a "Criminal Background" check which is acceptable to MUFON and the State Director of the state the person resides. The background check is performed by a company that checks only the Public Records to see if a person has a criminal background.

Since we have instituted this requirement, we have found five people with a history of criminal activity. They were denied Field Investigator status. One was a sex offender and another one is a felon who had not been out of prison for six months. The others had not been out of prison long enough to determine if they are rehabilitated.

May 2011

When MUFON informs the State Director of the person's criminal background, the State Director and MUFON, jointly, determine if the person is eligible to become a Field Investigator. There are crimes that will not be tolerated by MUFON, such as sex offenders and pedophiles.

MUFON, nor do you want a sex offender or a pedophile in someone's home under MUFON's name or your state's name. This could be very dangerous for witnesses, State Directors, and MUFON.

I want to reemphasize the Criminal Background Check is conducted by a company MUFON hires to check the Public Records for a person's criminal background. The Background Check does not contact a credit bureau for a person's credit history and we do not check employment status. All we check is the public records for criminal activity.

If a felon has been out of prison or jail for over two years without legal violations during those two years, that person may be accepted as a Field Investigator. The final decisions will be made by MUFON and the State Director.

On another note, this past weekend the Board of Directors met in Greeley, CO at Headquarters for our spring meeting. We discussed many of the items being emailed around the internet. We also discussed the financial position of MUFON, which is very sound right now. Membership is up, Field Investigator requests are up and MUFON's future is up.

I will be sending you another email with the information from the Board meeting in the next week or two. I didn't want to over load you with too much in this email. So until next time, remember our Mission Statement and our goals in accomplishing our Mission. "The Scientific Study of UFOs for the Benefit of Humanity."

All the Best.

Another Letter From: Clifford Clift, International Director, MUFON

May 27, 2011

As you are aware there has been much disinformation about MUFON on the Internet. I would like to dispel the false rumors and provide you with the facts about MUFON. Communication is [the] key for the success of all organizations. I am sending you this email with an effort to keeping the lines of communication open. First of all, MUFON is a nonprofit 501-c-3 corporation. It was established in 1969 in Missouri and later in Texas, where MUFON is still a registered non-profit. There were three people who incorporated MUFON and they are the only "owners" (for lack of a better word) and in control of

MUFON, All three are designated as Trustees. The trustees are the Corporate Treasure, Corporate Secretary, and the CEO (International Director). There are no other share holders of the MUTUAL UFO NETWORK (MUFON). Currently, the Corporate Treasure is Tom Whitmore, Corporate Secretary is Tom Deuley, and I am the CEO or International Director. The Board of Directors includes the three trustees, plus Dr. Bob Wood, Jan Harzan, Rob Swiatek, Marie Malzahn, Chuck Reever and John Schuessler (ID Emeritus). The Board of Directors makes financial and business decisions for the Board, plus they have a strong history with MUFON and the study of UFOs. Board members are appointment by the International Director, the Board Members, and from recommendations from our Subscriber/Members. (I will send you another email in a few days concerning Board Members.) All 3000 people who belong to MUFON are Subscribers, which includes me. As subscribers, we only receive the MUFON Journal. No subscriber/member receives any authority or voting rights when they pay their annual fee to receive the Journal. (From here on, I will use the term Subscriber/Member in lieu of members.) Some of us may want to say we are MUFON members and that is okay, as long as we understand a MUFON member does not have more privileges than a Subscriber. Walt Andrus and the first Corporate Secretary and Treasurer, knew that in fulfilling MUFON's Missions Statement, MUFON would need "like minded" people from across the US and the world to assist in obtaining UFO sighting reports. These people needed a central location to send the UFO information, which would be and is MUFON. As word got out about MUFON's success, Walt and his Board of Directors received many more volunteers to help in their effort. More volunteers meant more success for MUFON and it grew in numbers. Over the years MUFON became the most well thought of UFO organization in the world. We now have over 28,271 sighting reports in our CMS and archives. We are represented in 25 countries and have about 3000 subscribers and 800 trained Field Investigators. When TV or movie producers want information about UFOs or to make a TV show, they come to MUFON. MUFON owes its success to the many volunteers who have diligently given of their time, effort and money over the years. To this day volunteers are the backbone of MUFON.

One of the more important volunteer positions within MUFON's is the State Director (SD). SD's are appointed by the ID in conjunction with the state's subscriber/member list and approval by the Board of Directors. As SD for their state, they appoint their own ASD, Chief Field Investigator, Star Team members, State Section Directors, and recommend approval for new Field Investigators. The SD's appointees are ratified by the ID, if needed. One of the SD's other duties is the overseeing their state staff. Everyone in every state or country is a volunteer with the desire to fulfill MUFON's mission statement. As well as appointing people to state volunteer positions, the SD has the authority to

remove volunteers from a volunteer position. The ID will not remove anyone from a volunteer position within a state unless the SD agrees.

Another appointee by the SD is the Star Team members for their state. Yes, the SD has many responsibilities and authority. All the SDs I know take their SD volunteer position very seriously. They are also committed to seeing MUFON attains the fulfillment of our Mission Statement and goals. MUFON SDs for are the best of the best. MUFON has a board member who is the liaison person for SDs. If a state subscriber/member has a problem or concern, they should take it to their SD who in turn will discuss this with the SD liaison person. Marie Malzahn, is the SD liaison person for the Board of Directors. Next, I need to explain what MUFON isn't. It isn't a democracy, a union, a for profit organization with stock holders, nor is it a club. MUFON is set up more like the Red Cross, an "All Volunteer Organization". Those people wishing to reform MUFON may feel they have the best of intentions, but making false statements, and using privileged information to enhance their goals is indefensible. Personally, I am appalled at their tactics. Sending out negative emails is not the way to make change, but then again that may not be their motive. Their motive may be to destroy MUFON under the guise of "reform". They are soliciting and using MUFON's private email list in an effort to solicit members for membership in other UFO organizations.

I have had hundreds of emails from subscribers/members extremely upset with the Reform committee using their email address for such negative diatribes against MUFON. Very sad! MUFON is an organization dedicated to our Mission and goals, "The Scientific Study of UFOs for the Benefit of Humanity." If people want to be involved with MUFON in an effort to fulfill our mission that is good. We embrace them as MUFON subscribers/members and volunteers. If their agenda is different than our Mission, they should go elsewhere. If anyone would like to discuss what I have said above, please call me. I will take time to talk to you in a rational, respect way. I will expect the same courtesy from you. MUFON has so many dedicated volunteers who are conscientious, honest, hard working people volunteering their services to MUFON, I find your support and efforts very rewarding. My hat is off to you. I applaud you and thank you for your support. I trust I will see you at the Symposium in July in California. As always the MUFON Symposium will be a great educational event, plus it will be nice to meet and greet each of you.

All the Best

Argentina: The 1963 Trancas CE-2 / CE-3 Revisited

Source: Contexto (San Miguel de Tucumán, Argentina)

www.contexto.com.ar

Date: Thursday, June 2, 2001

The best known episode of an alleged UFO landing and occupant manifestation in Argentina took place in Trancas, Tucumán 48 years ago.

The event was among the most important in the history of unidentified flying objects. It is an episode that has been considered as “an unassailable case and irrefutable proof” within the voluminous and strange pages of ufology. It has also been considered one of the most exceptional events of the history of the UFO problem due to the abundance and quality of the eyewitnesses, the prolonged viewing of the event, and the discovery of physical residue in the area, constituting “the most powerful evidence” in favor of the unusual phenomenon. Since then, the Trancas Case became a “super-classic case of global ufology”, according to the Mexican website www.perspectivas.com.mx.

On Monday, October 31, 1963, two young women – Argentina, 28 and Jolié, 21 – along with their small children Victoria, Nancy and Guillermo, came in from Rosario, where they lived, to San Miguel de Tucumán, traveling from there to the “Santa Teresa” ranch in Villa de Trancas, where they would meet with parents – Antonio, 72, and Teresa, 63 – and their other sister, Yolanda, 30.

A reason for this visit was that their husbands, both Army officers, had to take part in military maneuvers scheduled for that time period, and would be leaving from Tucumán to Salta the following morning, going by Trancas.

They had an early dinner and exhausted by the trip, everyone went to sleep in their respective rooms. At around 21:00 hours, Dora Guzmán, 15, a domestic worker living in the back of the house, appeared repeatedly, stating that she could see lights on the railroad embankment, located 200 meters in front of the ranch.

The parents were asleep, Argentina was reading and Jolié paid the matter no importance, since she had to feed four-month-old Guillermo. Yolanda, meanwhile, thought it might be a passenger bus.

Finally, Dora prevailed upon the sisters to check out the “strange lights” she was seeing. It was a set of five lights, a hundred meters distant from each other or less, three in front and three slightly farther behind to the north (northeast). They blinked on and off with a certain intermittent quality, shedding beams of light in various directions, even lighting up the farm (the farmhouse and the henhouse).

They had no discernible shape, looking like sources of light. The frightened women suspected that it could be a railroad accident (it was common for trains to run into cattle) or it could be a team of workers repairing the tracks, as they could see some human silhouettes moving around the sources of light some 500 meters or more to the north.

The fear level increased when Yolanda noted the possibility that they might be guerrillas engaged in an act of sabotage (by pulling up the tracks or planting bombs), bearing in mind the rural guerilla warfare of Taco Ralo in southern Tucumán in late 1962. Moreover, the women’s’ husbands were scheduled to pass over those tracks in a matter of hours aboard a military train, and they were alone with their sick father and unprotected minor children.

Searching for another explanation, one of the sisters remembered reading that flying saucers had been seen in various parts of the world, and particularly the case involving truck driver [Eugenio] Douglas (who had seen a device with several entities only days earlier, in Monte Maíz, and had been burned by a thin beam of light). She suggested the possibility that such vehicles could be involved.

They decided to go out to get a better look. Seeing a dim greenish light, they thought it might be a pickup truck driven by one of the farmhands and went to the gate.

They suddenly found themselves bathed in a light emanating from a source eight meters distant. In an instant, they noticed that there was a vehicle measuring some 8 x 3 meters, with a turret and large rivets on its surface. They were so shocked that Yolanda lost her footing, tripped and in seconds they were inside the home once more.

The 15-year-old servant girl came in screaming that she had been burned, but Argentina and Yolanda ascertained that she was merely frightened. At this point the entire household was awake. The father, in the grip of a nervous condition, tried to go out, but was held back by his daughters.

The doors were bolted shut. The family looked out at the phenomenon through half-shuttered windows. One of the young women believed that the beams of light were piercing the walls, but another insisted that they were only coming through the cracks. The same one believed that the beams were extending and retracting at will, but it turned out that they only did so at floor level on certain occasions.

The situation was desperate. The mother prayed, the servant wept, the sisters screamed and ran from one room to another, following the alternatives. The witnesses noted that the atmosphere within the house became heavy and overly warm. The nearest object (“F”) made a noise similar to machinery in operation, but they could only see a thick and

growing mist surrounding it, as well as some lights that gave the appearance of six windows. They were unable to tell if the object was suspended over the ground or resting upon it (the allegedly flattened vegetables were subsequently found there).

Forty minutes elapsed until object "F" – the one that appeared to direct the activities – moved eastward and the others did the same, vanishing toward the Sierras de Medinas, some 20-25 kilometers distant.

[The sisters] later ran to the neighboring homes to inform them about what had happened, but few neighbors saw anything. Francisco Tropiano, a bordering neighbor, managed to see the eastern end of the site, facing his own farm, brightly lit after 22:00 hours.

No one slept that night in the Moreno household. In the morning, Jolié went to the train station to send a telegram to her brother Antonio, who lived in San Miguel de Tucumán at the time of the incident. By the time he received the message – due to the procedure – many other people had heard about it. Even journalists, who did not delay in appearing, heard about it. Police intervention was subsequently requested. Minutes were drawn up, and the site was placed under custody for a few days without further developments. The Chemical Engineering Institute at the University of Tucumán was asked to analyze the dusty white residue found at the site where the lights had been seen. It turned out to be calcium carbonate with potassium carbonate impurities.

The La Gaceta newspaper provided ample coverage on the event, and continued to report on it for many days later.

Journalist Arturo Alvarez Sosas remembers: "Along with then news director Ventura Murga and photographer Ernesto González, we went to Trancas to chronicle the experiences of the Moreno family. At the time we didn't know that the phenomenon would unleash such an accumulation of stories and that the movies would finally make all nations of Earth aware of a "Close Encounters of the Third Kind" as described by Dr. J. Allen Hynek."

Jolié Moreno also notes, "My mother was desperate and my sisters were running around. My son was asleep in his little bed, perspiring in such a way that...outside were those lights, lighting everything up, moving intelligently and those figures...it was like Steven Spielberg's film Close Encounters of the Third Kind, which was authorized base on the information that existed on this case. I authorized it."

(Translation (c) 2011, S. Corrales, IHU. Special thanks to Guillermo Gimenez, Planeta UFO) POSTED BY INEXPLICATA AT 4:31 AM TUESDAY, MAY 31, 2011, Mexico: UFO Over Tepoztlán?

Come to the State Meeting – An Abduction Theme

By William E. Jones

On the next page is a poster for our July 2011 State Meeting, again in Ashland, Ohio. We have been most fortunate over the past few years to have gotten some of the most interesting speakers in the UFO field for our MUFON state meetings and this year is no exception. Kathleen Marden, Betty Hill's niece, will give two complete full length presentations, entitled "The Betty and Barney Hill Abduction" and "The Conundrum of Alien Abduction."

Travis Walton's presentation is entitled "Fire in the Sky – The Real Story." Travis has updated his famous book and will have it available for sale at the meeting. The originals have been selling for surprisingly large amounts, and they don't have his updates. Given the importance of this case, these books will become collector's items in the years ahead.

Kathleen has said about her work: "I am attempting to understand the physical abduction phenomena within the tenets of Western Scientific thought. I look for acceptable evidence that a veridical experience occurred, such as eye witness testimony, physical trace evidence, multiple witness lie detector testing, photographic evidence, personality screening, etc. I strongly believe that a complete investigation of the event should be undertaken before hypnosis is employed, if at all, and am strongly opposed to investigation through hypnosis.

"That said it has become increasingly clear to me that some abduction phenomena cannot be fully understood within the tenets of Western scientific thought... The troubling aspect of alien abduction is [that it] is difficult, if not impossible, to investigate in an unbiased manner.

"Whereas it would be easy to summarily dismiss these phenomena [paranormal activity in the home, lifelong paranormal experiences, receipt of telepathic messages from their captors, and being transported from their homes through walls, ceilings or closed windows] as psychologically generated. I choose to take the difficult route of seeking answers to the hard questions. It is a long and difficult journey, often disheartening and filled with doubt. However, I am a truth seeker who follows the evidence wherever it might lead."

The Dispatch, Dugway Proving Ground, Utah, April 2011

In the next two pages Dugway Proving Ground, the rumored replacement for Area 51, pokes fun at itself in its monthly newsletter. Or does it?

Dugway myths, fibs and other whoppers

Collected by Al Vogel / Comments by Al Vogel
Public Affairs Specialist

April is the month of pranks, fibs and wild stories. In keeping with that tradition, here are Dugway Proving Ground whoppers taken from the internet and residents.

How did Dugway get the name, "The New Area 51" or "Area 52?"

The cover of the June, 1997 Popular Mechanics magazine proclaims, "The New Area 51!" Its six-page article claims that "Area 51" is closing and will be moved to Michael Army Airfield at Dugway Proving Ground. Conspiracy theorists soon labeled Dugway, "Area 52."

Among the whoppers told about Dugway:

Vehicle tales

A Cord automobile (manufactured 1929 to 1937) was found in a Dugway cave. Its wheels were missing.

A wooden wagon was found in a man-made cave. The tongue for hitching horses was missing.

An Army tank was mired in the mud and slowly sank below the surface. It's still there, underground. The same tale is told about a huge, Chinook helicopter.

An old bomber, once used for tests, slowly settled into the desert soil. A Dugway worker claimed that when he visited the site in the 1980s, only the tail stuck above the ground.
(The remains of a B-29 bomber, used for testing decades ago, are well documented but this tale involves a different bomber.)

After World War II, a German V-1 rocket was launched on Dugway and purposely crashed. Supposedly, parts of it were still visible in the 1970s.

What's underfoot?

A massive tunnel, hundreds of miles long, connects Dugway with Groom Lake's "Area 51" in southern Nevada. It's used to shuttle UFOs, aliens and alien technology. One version has submarines carrying cargo and passengers in water-filled tunnels, and that their periscopes occasionally rise out of gopher holes!

Another claim is that there is a massive underground complex on Dugway where aliens live, and create hybrid "Star Children" from Earth and Alien genes.

True: there is a tunnel under the Air Force's

area near the airfield. It's a concrete, service tunnel about 100 yards long, and a few feet wide. It's occasionally used for training scenarios.

Ghosts & "Desert Fairies"

A housing resident saw a small boy peer around a corner at him. Assuming his own kids had a sleepover friend, he asked his wife about the boy. She was puzzled. The man searched, but never found the boy.

The same resident saw an old man in vintage clothing in his living room, staring at him. When the resident shakily asked, "What do you want?" the old man disappeared!

"The Blue Lady" or "Mrs. Dean" is said to haunt the former Dugway Clinic. Doors are opened or shut, and footsteps are heard. Witnesses say she wears a blue dress, hence her name. Supposedly, 40 years ago or more, her husband accidentally fired a gun in their home. The bullet bounced off their dog's skull and hit her. She died; the dog survived.

No ghostly stories are reported from the new clinic.

Optics Building workers at Ditto have reported auditory mysteries for decades: running footsteps, unintelligible whispers, distant shouts and conversations, loud crashes. One worker claimed to see a tall man zip out of a doorway and into a cinder block wall!

In the 1860s, Pony Express workers at the remote Sevier Riverbed station just off Dugway claimed it was haunted by "desert fairies." In 1979, archaeologists surveyed the site and noted in their report that they saw none.

UFOs and Aliens

The Discovery Channel's, "The UFO Hunters," aired a segment in December 2009. Parked outside Dugway's fence line, the three men saw a large helicopter fly overhead and claimed it was a "black helicopter" monitoring them. A Dugway worker, photographed at long distance, was declared to be a "Man in Black."

A Dugway representative met with the UFO hunters outside the gate and explained Dugway's missions. The UFO Hunters remain convinced Dugway is hiding UFOs and aliens.

In the 1960s a large, disc-shaped object covered in tarps was brought to the Michael Army

Airfield hangar. Five or six Dugwayites "talked" and, within a few years, all died in mysterious circumstances. This whopper has no specifics.

One Dugway resident claimed to see a black sphere, about 400 feet in diameter, flit between large, puffy clouds over the Onaqui Mountains southeast of Dugway a few years ago.

True: A Dugway office once had a "gray" alien mannequin about 3 feet tall in an entry way. Many newcomers were startled to turn a corner and encounter a standing alien, staring with black, glassy eyes.

"Alien Dave" is the alias of a Salt Lake City website owner who lists reports on Utah UFOs and aliens. Difficult to navigate, the site was apparently last updated in 2009. He reportedly watches Dugway on occasion with telescopes and high-power camera lenses, hoping to spot an alien or UFO.

The "Fly's Eye Cosmic Ray Detectors" atop 5-mile Hill and Camel's Back Peak fuel a lot of wild stories. **True:** It was created by the University of Utah from 1997 to 2006 to photograph the Universe's cosmic rays because Dugway's night skies are so dark.

Conspiracists claim the cosmic rays emanate from Dugway and its "alien technology."

Conspiracists claim that the super-secret Men in Black (MIB) reside on Dugway, squelching sightings and rumors about aliens and UFOs. *(Not true, but many Dugway offices have clusters of MID, or Men In Dockers).*

For a time in 2009, a blogger posted a variety of wild tales about Baker Lab and Life Sciences: Reptilian aliens had a huge lab underground, alien documentation would soon be revealed, alien/human clones were being developed, etc.

The source was a Dugway contractor, who was disciplined for fueling rumors. The blog was discontinued.

Oddball sightings

A red or bluish ball of light is said to pace vehicles at night along the Skull Valley Road, 30 feet or more away, and then suddenly vanish as if it were turned off.

In the early 1960s, a Dugway resident was hunting near Simpson Peak, south of Dugway. Inexplicably, he and a friend found dozens of dead tarantulas in one



Courtesy illustration (not an actual alien)

SEE Dugway Myths page 8 ▶

Dugway Myths

Continued from page 7

small canyon. No other dead animals were seen. Now retired, the man remains mystified.

In the early 1980s, a man camping in the remote Deep Creek Mountains west of Dugway was nearly knocked to the ground one evening by the blast of a large, black UFO passing over him. He was puzzled until 1988, when the F117 Nighthawk stealth aircraft was revealed to the public and he recognized the shape he'd glimpsed!

Just plain silly!

Conspiracists claim that aliens held by our government love strawberry ice cream.

(During a Dugway office party, watch who goes for the strawberry ice cream. Explains a lot, huh?)

More than one internet site claims that Dugway has jackrabbits that "glow in the dark."

A Salt Lake City man claimed that when he lived on Dugway in the early 1960s, a nuclear weapon was detonated here. Moreover, he claimed that Dugway families were allowed to walk on the "lake of glass" within a week of the blast.

(A nuclear device has never been detonated on Dugway.)

From a site giving directions to the nearby geode beds: "From there you drive along the edge of the Dugway Proving Ground: this place is straight out of a Tom Clancy novel. Not a nice place to venture into (not that you'd get far -- the snipers would probably shoot you first). I have a friend who's a firefighter, and they dropped him by helicopter into a brushfire in Dugway once. He said he wandered over a ridge and saw a bright green pond."

(Dang aliens emptied their UFO toilets again!)

NASA's Genesis satellite fell to Earth in a remote area of Dugway in 2004. The following year another NASA satellite, Stardust, fell here. Both satellites were designed to gather interstellar dust samples, then land at Dugway.

Conspiracy theorists claimed that the satellites would bring back space microbes and cause a plague upon the Earth. *(Shortly after, Reality TV shows became popular. Sounds like a plague to me!)*

The Jan. 26/27, 2011 Lockdown incident brought a flood of internet tales.

During the event, local TV stations were reporting that people saw UFOs over the Lehi area, about 40 miles east of Dugway. Radio-controlled model aircraft with LED lights are suspected.

Conspiracists also claimed that a Russian

satellite detected a massive blast of gamma radiation emanating from Dugway during the Lockdown: "The same type of radiation that sunk Atlantis off the coast of Florida," one conspiracist wrote.

Dugway's albatross: sheep!

The latest claim for the sheep deaths of 1968 is 6,000 killed. In the late 1990s it was half that. In the past few years it's been inflated, probably because the Army paid for X-number of dead sheep, and generations of unborn lambs.

One worker still working today at Dugway was at the dead sheep scene. Though a handful of rabbits were dead around the sheep, he saw no other dead animals (coyotes, birds, etc.). He went to all sheep kill sites and estimates the total sheep killed at 1,000 to 1,500.

Aside from the most popular theory of a nerve agent release being responsible, other theories include: the sheep ate a local, poisonous weed; the Soviets used poisoned feed to kill the sheep and damage the American chem/bio program; a herder unknowingly purchased contaminated feed and a government land office sprayed foliage with a weed killer, which the sheep ate and died.

The debate continues.

Odd emails

FOR THE JANET TERMINAL FLAG OFFICER:

1. I would like to establish an Astral Link.
 2. I would like to establish an Astral Communication Centre Processing Link.
- If you could pass this on I would be most grateful.

(Note: Janet Terminal is the fenced-off area at the Las Vegas' airport, where planes take workers to the Groom Lake Facility, known as "Area 51".)

A man claimed he was an electrical/mechanical engineer. He had been studying the map of Dugway and noted a structure identical to one in the Czech Republic, used in World War II for "experiments."

He found it very odd that Dugway had the same structure.

(It was later determined he was looking at Vertical Grid on Dugway, a large ringed tower used for testing since the 1960s.)

i heard that dugway got secret stuff like that laser hmmm and that invisible stuff ... hmm I would be honored to go there and see I'm sorry, our "invisible stuff" may not be seen).

You have an artifact you found. I would like access to it. It is not valuable to you because you do not understand what it is. I want no money or things just access to the artifact and a place for me and my dog to live.

do you guys still have 7 levels below ground ... is it true that the base is being used as part of Solar Warden?"

(Conspiracists claim that "Solar Warden" is a fleet of U.S. antigravity space vehicles. Seven levels below ground? Nah, you're thinking of Dante's journey into Hell, which was inspired by his visit to Dugway's test ranges in July).

Dugway notables

Rick Vinson, an entertainer in California, told his local paper: "For several years I was in a touring rock band and we would use 'stage names' taken from road signs. When you travel across the Utah desert, you will see a sign for 'Rowley/Dugway Next Exit.' Rowley Dugway became my stage name."

An Italian company markets "Dugway" driving gloves.

U.S. astrophysicist Raymond Davis Jr., (1914-2006) shared half of the 2002 Nobel Prize in Physics with Masatoshi Koshiba of Japan. He spent much of World War II at Dugway Proving Ground as a test observer.

American writer and illustrator Edward Gorey (1925-2000) was stationed at Dugway Proving Ground from 1944 to 1946. He's known for his macabre illustrations, especially the introduction to the PBS series, *Mystery!*

Two prominent German Jew architects who fled the Nazis were Eric Mendelsohn and Konrad Wachsmann. They designed Dugway's "German Village" brick building, about 23 miles from the main gate. It was built in 1943 as typical of German housing. Beside it was Japanese Village, built to replicate typical Japanese housing. Both were used to test incendiary bombs. While German Village (barely) stands, the wooden and bamboo Japanese Village is long gone.

Actress Faye Dunaway attended Dugway High School in the 1950s. Her NCO father was a cook. In the 8th grade she joined the neighborhood theater group, "The Skull Valley Players."

In her autobiography, Dunaway wrote that she spent her evenings at the Teenage Club on post, and learned to shoot a rifle here. She also learned how to jitter bug.

Dunaway graduated from a Florida high school in 1958. She has been nominated numerous times for the Academy Award, Golden Globe, CableACE and other awards. Her hallmark movies include "Bonnie & Clyde," "Network" and "Mommie Dearest."

Chas Nagel (1926-2007), a microbiologist at Dugway from 1951 to 1952, pioneered the wine industry in Washington State. He was a Washington State University professor.

It seems that there are endless whoppers about Dugway. The above only touch on what is found on the internet or heard in rumors.



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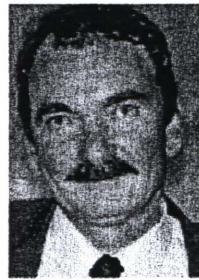
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