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From: "Randy Sowell" <randy.sowell@nara.gov>

Date: Mon, 11 Feb 2002 17:11:12 -0500

To: <squishy@altavista.com>

Subject: Re: Sacred Cow Pilot

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Greetings from the Truman Library:

Thank you for your e-mail message of February 10. According to The Flying White House by Jerald ter Horst and Ralph Albertazzie (New York, 1979), Henry Myers served as the pilot for President Roosevelt and President Truman from 1944 to 1948, flying both the Sacred Cow and its successor, the Independence. Col. Francis Williams served as the President's pilot from 1948 to 1953.

Please let me know if I can be of any further assistance.

Sincerely,

Randy Sowell
Archivist
Harry S. Truman Library
500 West U.S. Highway 24
Independence, MO 64050
telephone: (816) 833-1400, ext. 258
fax: (816) 833-4368
e-mail: randy.sowell@nara.gov

>>> <squishy@altavista.com> 02/10/02 04:10PM >>>

Could I find out from an archivist who the pilot for the "Sacred Cow" was following the death of Roosevelt?

Was Capt. Henry Myers kept on as pilot?

Grant Cameron

Presenting the inside story of how the
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<http://www.presidentialUFO.8m.com/>

Grant Cameron
squishy@altavista.com
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Presidential Airplanes

49 star seal removed from Columbine 2, now at Quartermaster Museum Ft. Lee, VA

Guess Where 2 Courtesy FDR Library

The first aircraft outfitted specifically for use by an US President was a C-87A Liberator Express, which was an adaption of the B-24 Liberator bomber. Most C-87s were assigned to the Air Transport Command. When the Burma road supply line fell to the Japanese in 1942, treacherous air route over the Himalayas was established. This dangerous high route was known as the hump. So many C-87s were lost that they became known as the flying coffin.

The C-87-A was a VIP transport version of the no-frills C-87. The C-87-A was designed for passenger comfort and was fitted with 16 Pullman type upholstered seats that could be converted into five berths. Because of the different seating accommodations, the window arrangement was different. It had a

C-54 Sacred Cow courtesy Truman Library

The White House and the Army Air Force had no confidence in the Guess Where 2 but thought the president should have a reliable airplane. Since the C-54 Skymaster had proven to be one of the worlds safest and most reliable aircraft and the plane had already proved its self to the president, the army contacted Douglas for a special version of the Skymaster.

Elevator used to lift FDR on and off the Sacred Cow.

C-54 Skymaster was the military designation of what would have been the civilian DC-4; however, the entire production was procured by the military. Civilian pilots did fly some C-54s but they were all military aircraft with military markings. The VC 54-C serial number 42-107451 provided for President FDR had a cruising speed of 250 mph, a range of 3,900 miles and a service ceiling of 22,300 ft. It carried a crew of seven and could accommodate 15 passengers. A conference room was provided with a large desk and an elevator behind the cockpit to lift the President in and out of the plane. Both General Douglas McArthur and Winston Churchill used a C-54 as their personal plane.

maximum speed of 220 mph, cruising speed of 188 mph, range was 3,300 miles, and a service ceiling of 28,000 feet.

Only six C-87-As were built. Three were delivered to the US Navy and three to the USAAF's 1st and 2nd Staff Squadrons at Bolling Air Force Base. Named Gulliver 1, Gulliver 2 and Gulliver 3 the AAF's C-89-As were used to transport government VIP's. Serial number 41-24159 was designated as the presidential aircraft and underwent additional modification including a wheelchair ramp and was renamed the Guess Where 2. It was used by Eleanor Roosevelt for a trip to Central and South America, however the president was never aboard.

The Guess Where 2 did fly as back up to President FDR's plane on a trip to the Cairo and Teheran Conference. FDR made the transAtlantic crossing aboard the Battleship Iowa and the final journey aboard a TWA contracted C54 Skymaster.

In 1945 the Guess Where 2 was flown to Arkansas where it was reduced to scrap.

Boeing's 314 Clipper courtesy Boeing Aircraft

Aboard a Boeing 314 Clipper on January 11, 1943 Franklin D. Roosevelt made the first flight by a president in office. The flight from Miami, Florida to Bathurst, British Gambia was part of a trip to Casablanca to meet with Winston Churchill and plan the European invasion.

Using a southern route in hopes of avoiding German aircraft the trip would cover over 17,000 miles and over 90 hours flying time. The first leg of the trip was aboard a train in the Presidential car "Ferdinand Magellan" from Washington DC to Miami, Florida. There the President boarded the seaplane for the trans-Atlantic flight. At Bathurst FDR changed to a land based aircraft, A C-54 Skymaster under contract to TWA, for the leg of the trip to Casablanca.

The 314 Clipper had a cruising speed of 150 mph and cruising range of 3,500 miles and had made the first scheduled trans-Atlantic flight on June 28, 1939. By years end, clippers were routinely flying across the Pacific. Clipper passengers looked down at the sea from large windows and enjoyed the comforts of dressing rooms, a dining salon that could be turned into a lounge. The clippers 74 seats converted into 40 bunks for overnight travelers. For the trip to Casablanca a double bed was installed for use by the President. On the final leg of the trip FDR celebrated his 61st birthday complete with birthday cake. There are no 314 Clippers in existence today.

FDR preferred travel by ship or train and made only one trip aboard the Sacred Cow, to attend a conference in Yalta, USSR with Churchill and Stalin. FDR traveled to Malta aboard the cruiser USS Quincy. From there on Feb. 3, 1945 FDR flew aboard the Sacred Cow to Saki (near Yalta). On Feb. 12, 1945 the Sacred Cow returned the President to the USS Quincy at Cairo, Egypt.

President Roosevelt never made a domestic flight. His final trip was by train to Warm Springs, Georgia and the same train returned his body to Washington DC and later to Hyde Park, New York

President Truman loved to fly and would keep the crew of the Sacred Cow busy. One of Truman's most remembered flights was what would have been a rather routine event. The new jet P-80 Shooting Stars were putting on a show in the sky over Washington. Thousands of spectators were on the rooftops and in the parks watching, including Bess and Margaret Truman, on the White House roof.

President Truman with only two secret service agents boarded his plane at the Washington airport. Truman asked his pilot if they could buzz the White House. The pilot answered they could but most likely some one would catch hell. Truman said he had broad shoulders. The pilot set the Sacred Cow on a full power dive directly toward the White House and at 500 feet pulled up with a deafening roar. Truman ordered "do it again". This time the Truman ladies had recognized the aircraft and waved as the President headed for Kansas City.

Truman did not reserve the Sacred Cow for his use only. Among those who used the aircraft were General George C. Marshall, Secretary of State James F. Byrnes, Winston Churchill, former President Herbert Hoover, China's Mme Chiang Kai-shek, and Poland's General Sikorski. At Truman's urging General Dwight Eisenhower used the Sacred Cow when returning from Europe to a hero's welcome.

On July 26, 1947 Truman signed the National Security Act of 1947 on board the Sacred Cow. This act established the Defense Department and created the US Air Force as an independent service. The Sacred Cow was the birthplace of the US Air Force. Later that month the Sacred Cow was retired as the primary presidential aircraft. On Dec 4, 1961 the ownership was transferred to the Smithsonian and is now on loan and display at the Air Force Museum in Dayton, Ohio.

VC-118 Independence courtesy Truman Library

In 1946 the Air Force purchased a Douglas DC-6 with the Military designation of VC-118 to replace the Sacred Cow. Externally there was little difference in the Presidential aircraft and the other aircraft on the production line. Only noticeable variation was at the rear of the plane; there were three windows close

together in the President's stateroom. The presidential airplane had a cruising speed of 320 mph, a range of 4,000 miles and a service ceiling of 31,000 ft. It had seating for 24 which converted into 12 berths.

Lt. Col. Myers, the presidential pilot, suggested that the new plane be named Independence, the name of Truman's home town near Kanas City, MO. Truman liked the idea. Douglas aircraft had been trying to develop a distinctive paint scheme for American Airlines, whose motif was an eagle. One design, an eagle enveloped most of the fuselage. American rejected the proposal; however, the Air Force had seen the drawings and requested the design for the Independence.

The Independence was fittingly commissioned on July 4, 1947. Truman's first flight was Sept. 1947 to Rio de Janeiro. In Oct. 1950 President Truman would fly to Wake Island to discuss the Korean War with General Douglas McArthur. The General assured the President that China would not intervene. Less than 30 days later the Chinese Army crossed into North Korea.

While President Truman rode the campaign trail aboard the Presidential railcar the "Ferdinand Magellan", the Air Force placed an order for ten Lockheed Constellations. With none of the political "experts" predicting a Truman reelection the Air Force thought it would make a good impression if they could present President Dewey a new plane when he took office in Jan 1949. Lockheed modified one of the Constellations on the production line and gave it special features suitable for a President. Air Force serial 48-608 with the unofficial name of Dewdrop was delivered to the embarrassed Air Force. Truman was aware of the blunder and when the aircraft was offered, he refused it. Someone had given Truman a mustache cup (Gov. Dewey wore a mustache). Truman gave the cup to the Air Force and ordered that it be displayed in the cockpit of the "Dewdrop". The Dewdrop never would fly as Air Force One; however, it did make several flights as backup to the Independence.

After Truman's last day in office the Independence lost its distinctive paint scheme and the name disappeared. It continued to be used to fly VIPs and would fly once more as Air Force One when President Kennedy flew aboard April 27, 1961 on a flight from Washington DC to New York City.

In August 1965 the Independence was transported to the Air Force Museum in Dayton, Ohio where it was restored to the Truman decor and placed on display.

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From: "Robert Barrow" <robertbarrow@usadatanet.net>

Reply-To: "Robert Barrow" <robertbarrow@usadatanet.net>

Date: Mon, 3 Dec 2001 16:01:53 -0500

To: <sqquishy@altavista.com>

Subject: Pilot for FDR

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Thanks Grant,

I thought you might have a tad bit of interest in FDR's WW II pilot. I should mention, if you do quote from my article on the NICAP site, that the piece was actually from OFFICIAL UFO of February, 1977. Somehow, the NICAP folks, who found the article and posted it a couple of years before I knew about it, have its source listed as SAGA Magazine.

Glad you like the Sperry/Myers connection, seemed somehow relevant to your work.

Robert

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commander of the whole thing. Dargue came out and ran into a mountain. Do you remember?

A: In California. They didn't find him until the next spring.

L: He had some good people with him. The chief of staff had been a man at West Point when I was there, ahead of me. I forget his name.

Then Emmons [Lt Gen Delos C.] was there. In the meantime, by the time they got Dargue on the way over, a lot of orders had been issued. Monk was over there. Monk had his people that supported him and, of course, he would have been perfectly all right with Andrews, because that was Spaatz, Arnold, and Andrews, that group of people, and Eaker [Lt Gen Ira C.], but when Dargue was killed, then Emmons got that.

A: Of course Clarence Tinker [Maj Gen Clarence L.].

L: "Tink" was sent over to take over the bomber command. Tink was over there taking over the bomber outfit.

A: I have a note that says Tinker replaced Martin.

L: That was the Air Force, not the bomber command. I meant the Twelfth Air Force. Tinker replaced Martin. Martin still had to stay there for the hearings. Emmons didn't want Hunter. I remember going down with Hunter and putting him on a patrol boat, and the Navy flew him back home.

A: Why didn't Emmons want Hunter?

L: He just didn't want him. He wanted Howard Davidson. So Davidson replaced him, and I still stayed as executive officer. I got along well with Howard Davidson. He was a different kind of a person. Monk was a fiesty guy, always has been.

I stayed there until February, I think about the 12th, and an order came through requesting me for the Eighth Air Force. I had been asked for. Those are the kinds of things where during the war you can ask for people and get them. I didn't have any choice.

A: Who had asked for you?

L: I don't know who it was in Eighth Air Force, whether it was Frank Armstrong or Ira Eaker or some of those people. I don't know who asked for me, but it was somebody down the line. Everybody was jealous that I got ordered to where the war was going to be fought now, they thought, rather than in the Pacific. I think by then the thinking was that they had to get Germany first and maybe Japan could be contained.

A: One thing that surprises me: Your P-40s were replaced quite quickly in Hawaii. Is that right? In talking to Gen Gordon Austin [Maj Gen Gordon H.], he says it seemed like overnight----

L: Gordy Austin, I had him in Eighth Air Force. As I remember correctly, a carrier brought a whole bunch of them over, a whole bunch of fighters over there with the wings off. They couldn't fly them. Now you fly fighters wherever you go with air refueling. I think I recall--I am hazy on that--we got a

whole bunch of them that came in on a carrier, too. That's right; they did.

A: Did you put those B-17s to patrolling like you had originally wanted to?

L: I don't think we had enough to do much patrolling.

A: Of course, some of them still went on to----

L: We tried to get as many as we could out to the Far East, but I don't think we did a hell of a lot of patrolling, because I don't think we had a hell of a lot left. The B-18s, there wasn't many of those left. They got a bunch of those. I don't recall. I was busy over at Fort Shafter, really. I had to move over there.

A: Did you put some of that AC&W in some of those tunnels and all that?

L: I had nothing to do with that. The Army had all of that. The only thing that I had to do, or that the fighter outfits of part of the Twelfth Air Force had to do, was to get that early warning plotting thing going.

A: Did you have anybody there with any experience in this kind of thing?

L: No, but I had seen enough of it and learned enough of it, and we had technicians who knew the system.

A: This was tying together the radars and ground observers?

L: Yes, everything. It took some time. I left in February, and we had a plotting thing going with the radars that we had. We had the lines in, and we could plot them. We used to get an awful lot of menahoonies [phonetic], we used to call them, these signals at night. We called them menahoonies.

A: The Japanese, it turned out, were flying float planes off some of their submarines.

L: They say they were. We would get those things at night, and we would call them menahoonies.

A: Flying saucers. (laughter)

L: There is a book written on menahoonies. I have it if I can find it. That's what I did. I got this thing going, got it fully staffed.

A: You tied that into the actual squadron so you could----

L: Yes.

A: Did you use GCI [ground-controlled interception], in effect, in those days? Was it that sophisticated? You could bring airplanes up and tell them, "Okay, you have bogies here."

L: No. What we would do, we could see indications of bandits or unidentified aircraft, plot them where they were, keep the base advised. There weren't any enemy airplanes that ever came in.

A: You say you used wives and dependents?

L: We used a lot of the ladies that were still there, were allowed to stay, or didn't go. They didn't want to go. They weren't forced to go. They volunteered, and then a lot of the ladies who lived there, quite a number of ladies who lived there, volunteered. All of them were volunteers.

A: Did that continue on?

L: Then a fellow by the name of "Mickey" Moore [Maj Gen Ernest] took it over when I left. I don't know if you have run into him or not. He was class of 1931. I really don't know what happened after that. I am sure they further developed the system.

(Break for lunch)

L: What was the last thing we were talking about?

A: You had just about finished up your time in Hawaii there.

You said somebody asked for you over in Europe, ETO [European theater of operations].

L: That's right. I was ordered back to Washington, and I reported to General Spaatz. He had his headquarters--I reported to General Spaatz' Chief of Staff, which was out at Bolling Field. This was getting ready--Ira Eaker was already over in London, I think, setting up the Headquarters of USSTAF, United States Strategic Air Forces in Europe, which was going to be the overall administrative control of the whole thing. Spaatz hadn't gone over. We had no airplanes.

This was February 1942. I reported in, and I didn't have much to do. I forget what it was. It seemed to me I hung

didn't stay on and perhaps take over the command or something.

Certainly it wasn't going to be Spaatz who was going. There was only one job there for him, and that was the Eighth Air Force. I just happen to believe that probably it might not have looked right, that he shouldn't have succeeded somebody and stayed right there, but I kind of believe that maybe there was more for him to do down there.

A: Once again, the history books seem to lead one to believe that Spaatz and Doolittle down in North Africa became close friends of Eisenhower, and when Eisenhower was made Supreme Allied Commander, he simply wanted guys he had worked with. I was wondering if any of those kinds of thoughts had ever been----

L: No, but I think it is entirely plausible. I think that is another way of looking at it. It is entirely plausible. Doolittle was down there in the middle of that goddamn flying sand with all of them down there. Doolittle was all over the place. As a matter of fact, the story is that he got up in a P-40 and went flying out to the front lines. Eisenhower heard about it and summoned him up there to the headquarters and said, "Now look here, Jimmy, if you want to be Commander of Eighth Air Force or something like that and you go flying out there, you will be on your way home before you can say jack rabbit," or words to that effect. Because Doolittle did; he got an airplane and went over to take a look for himself. Eisenhower didn't want to lose him, I guess, so I don't know.

General Spaatz sat there, and on this side here was the Exec's side, and the Vice Chief was over here. Here I was and here Symington's office was, and here was the Exec. So there was a little hallway between Spaatz' office and Symington's office. Every time Symington came through, he had to go through my office and in the door. I was like a jumping jack. When he would come through, I would have to stand up as a matter of courtesy. He wanted to go in and talk to General Spaatz. When he came out, I had to stand up. I spent a good part of the day exercising, seating and getting up, rising and seating, rising and seating. I thought to myself, it was just like pressing a button, and I was a jumping jack. I didn't say anything to him except, "Good morning, Mr. Secretary." "Anything I can do, Mr. Secretary?"

You asked whether or not there was a lot in writing. There was a great deal going on verbally. These were the days of the Air Force becoming separate. While there was a lot of stuff in writing, there was a hell of a lot of stuff that went on verbally between the Secretary and the Chief. To that extent, yes, there was a lot of discussion. (laughter)

A: Did you ever get that problem resolved, or did you just jump up?

L: No, I just kept jumping up and sitting down.

A: Did you ever take it upon yourself to go into Symington's office? Did the door only open one way?

L: I used to go in and talk with J. B. Montgomery, who was right next to me, about something. If Mr. Symington wanted to know

L: I don't think there was any undercutting of the Secretary of Defense. I think it is like anything: You may go down below the level of the Secretary of Defense. It depends on what the subject is and how deep you want to get into it. The Chairman of the Joint Chiefs is the chief advisor to the President on military affairs under the Secretary of Defense. If he wants to go down to the level of the department heads or secretaries, I am sure those kinds of meetings did occur, but mostly, I think the high-level stuff, it would be the Secretary of Defense, and for military matters, the Chairman of the Joint Chiefs.

A: As I understand it, the reverse was true though. Today the Secretary of the Air Force cannot go to the President without first going through the Secretary of Defense.

L: That was true in those days, too.

A: I misread it then. I got the impression that Symington could go to Truman anytime he wanted to.

L: No. He could get a message over there on something like this which was really not a matter of policy. It was personal. The President was very fond of Mr. Symington and had a great regard for him. No. I don't think they would dare bypass the Secretary of Defense then or now, unless the Secretary of Defense said, "Well, maybe you should talk to the Secretary of the Army, Navy, and Air Force on this matter." No, I think the Secretary of Defense would have always been there.

While I think about--last night I was thinking too--I said there was no question in my mind that the air offensive against Germany was very successful and was absolutely

House. I had never known a President, and here I was going to go over as the Air Force Aide.

Well, I went there, and that is how I got over there.

A: That was all there was to it. You had not known Truman.

L: No. I had not known Truman.

(End Tape 6, Side 2)

(Adjusting tape recorder)

L: I came from the South, and a lot of people had said, "You must have been a Democrat because you were appointed." I would say, "I was neutral. I have never been anything," until after I got out of the service. I can remember General Spaatz, though, telling me when I was going over there--I don't know how this happened because I must have known a little bit about it before. I don't know just how it was. He said, "Bob, when you go over there, get all dressed up. Put all of your medals on." I have a few medals and all that thing. "Look important." But that is how I got over there.

A: Little has been written about what an aide does, or why or whether. When you went over there, was there a description of what your duties were going to be?

L: I was going to say that in that kind of job, no, there is no job description. It comes as a pretty exhilarating thing when somebody tells you you are going to be on the President's Staff. When I got over there, there was absolutely no job description. I knew I was supposed to represent the Air Force on that level. I knew I couldn't do

anything like the Joint Chiefs of Staff do and impose myself on it. So I had to kind of feel my way.

When I reported there at 9:30, the President was having a press conference. I went in and met him. He always had a smile on his face. He said, "Colonel, I'm certainly glad to see you. You are going to be my Air Force Aide. I want you to know that you are going to be one of the family. We are going to have a press conference here, and you are going to be very interested in what you see and hear. I want you to stand behind me there with Harry Vaughn and Bob Dennison while this press conference goes on." So we stood there like potted palms and listened as we did every time he had a press conference.

Then I got a secretary, and I got an office. I said to myself, "What the hell am I supposed to do here?" You get a little publicity in the press, "What are you going to do?" I said, "I'm going to do what the President wants me to do." So now we get into what you really did do. There was no job description. His only instructions to me was, "You are now a member of the family." Every morning at 9:30 he had a conference with about 8 or 10 of his personal staff, his various secretaries for correspondence, for appointments, Matt Connelly [Matthew]; his assistant, John Steelman; his legal man at that time, Clark [M.] Clifford; for correspondence was Bill--what was Bill's last name. There were about six or eight, and then the three aides sat in there. We didn't get into detailed discussion like the assistants did, but if you had anything to say about your own service or if a person wanted to know something, he might ask you. Or he might ask you just to check on something. It was a free-wheeling kind of thing, and it was the kind of thing

L: I knew him very well. He was a very close friend of Harry Vaughn, and he was an American Legion man. He was an attorney, a very nice guy. He used to come in to see Vaughn all the time. I think Harry Vaughn had a very great influence on the President appointing him as Secretary of Defense. I got to know him very, very well. Louis Johnson did some things he never should have done, in my opinion. He is dead now, of course.

He tried to talk to the press like he would be talking--you would be here, and I would be talking off the record. He wanted, so much, to get a good press. So he would call them into his office and talk to them and expect that they would write exactly what he had said. The press always interprets what you say and takes a little poetic license. At least that is the way I look at it. He began to get a terrible press. He really got a bad press. I don't know why, but he asked me one time--I had gotten to know him because I had met him when he came to see Harry Vaughn all the time, before he got the appointment. They were very good friends, and I think the President had known him, but he was very close to Harry--he asked me to come over to see him. I went over to see him.

He sat down, and he said, "I don't understand what the press is trying to do to me." Of course he had been talking too much, been too free and easy with them. I said to him, "Mr. Secretary, all I can tell you is about my experience when I first came to the White House. There are an awful lot of goddamn guys over there on the White House Staff, and they are all exciting guys, fun guys. They like to drink and fool around and tell stories, and after about a week there and being exposed to them and never in my life having to worry about the press, because I never was around them, it

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Re: Gore UFO?

From: John Hayes <ufoinfo@ukgateway.net>
Date: Sun, 18 Jul 1999 11:45:36 +0100
Fwd Date: Sun, 18 Jul 1999 08:59:56 -0400
Subject: Re: Gore UFO?

>Date: Sat, 17 Jul 1999 15:26:42 +0000
>Subject: Gore UFO?
>From: Stephen MILES Lewis <elfis@austin.rr.com>
>To: UFO UpDates <updates@globalserve.net>

<snip>

>Thought it was mostly unsubstantiated rumor till I heard from
>no less than three non-ufolks that they had seen the news report,
>most likely on CNN.

>-----

>Subject: Gore UFO?
>Date: Thu, Jul 15, 1999, 12:36 AM

<snip>

>I'm wondering if any of you heard the story or can find a report
>of it anywhere on the Internet.

Hi Stephen,

The following was posted on uk.rec.ufo a few days ago:

=====
From: darrenmparrSAPUSX@ukonline.co.uk
Newsgroups: uk.rec.ufo
Subject: Too Close for Comfort
Date: 16 Jul 1999 09:58:47 GMT

I found the following news brief in xoomcom's science update.
Does anybody know any more about this event?

"A published report (Wednesday) says that Air Force Two, carrying Vice President Al Gore, was instructed by air traffic controllers near Chicago to make a jarring 60-degree turn to avoid a crash on Friday night. The Chicago Sun-Times reports the government 747 traveling from Seattle to Washington at about 600 mph was instructed to veer sharply off course after what appeared to be another plane appeared on radar. Federal Aviation Administration officials said the image mysteriously disappeared from radar screens about 45 to 60 seconds after it appeared."

Any further info would be greatly appreciated. Thanks y'all.

Please remove the SAPUSX before replying by email.

=====

No follow-up postings have been made so far.

Regards,

John Hayes

ufoinfo@ukgateway.net
webmaster@ufoinfo.com

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Grant - I wanted to paste this in a separate e-mail for you. This is a brief selection from my article, "UFO Revisited" on the NICAP web site (Part 2), in reference to the Willis Sperry pilot sighting. Nothing to do with FD Roosevelt, but an otherwise little known item about a trusted WWII associate of his. The article itself is at <http://www.nicap.dabsol.co.uk/ufochop2.htm> - Robert

For this interview, "Doc" Sperry surprised this writer with further information on his sighting - data that is not known even to veteran researchers. "An eastbound American Airlines DC6 between Nashville and Knoxville at 19,000 feet, headed for Washington and flown by Capt. Henry Myers, observed what appeared to be a brilliant shooting star falling eastward from the zenith. "When it got to the horizon it stopped. They watched it for seconds as it seemed to move horizontally, then it disappeared. "I talked to Myers after the incident and we correlated the time of my sighting with his, and it was exactly the same time." Myers told Sperry that what was most interesting was the fact that "shooting stars" don't stop and change direction! "His aircraft was 450 nautical miles to the southwest of us," Sperry continued. "I have been reluctant to report this, as he asked me at the time to please keep his sighting out of the news. He is now deceased. Capt. Henry Myers was the pilot of the Sacred Cow, which flew President Roosevelt during World War II," Sperry added.

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