LEONARD H. STRINGFIELD



Leonard H. Stringfield is presently working in association with Dr. J. Allen Hynek, Director of Center for UFO Studies. This is a scientific endeavor established to investigate and evaluate UFO reports internationally, having the cooperation of many leading scientists and law enforcement agencies.

Principally, Len is assigned as dozen counties in Southwestern Ohio and Northern Kentucky.

Len serves on the Board of Directors and as Director of Mutual UFO Network (MUFON) headquartered in Seguin, Texas. This group is directed by Walter Andrus and is composed of 800 technically oriented field investigators and specialists throughout the U.S.A. He also serves as State Section Director covering four Southwestern Ohio counties.

Serves as Ohio Investigator for Ground Saucer Watch which is headquartered in Phoenix, Arizona and whose director is William Spaulding.

Len is the author of SITUATION RED. THE UFO SIEGE, published by Double- Book).

Formerly, Director of international UFO research group, known as C.R.I.F.O. (Civilian Research, Interplanetary Flying Objects) in 1953 - 1957. Was publisher and editor of a monthly newsletter, ORBIT, during C.R.I.F.O. world's largest research group during the mid '50s, being of interest to several foreign governments, leading scientists, professional people and the U.S. Air Force.

U.S. A.F., 1953 - 1957, investigating and reporting UFO activity. Was assigned a special code number to report by phone to the Air Defense Command in Columbus, Ohio.

in N.I.C.A.P. (National Investigation Committee on Aerial Phenomena) in Washington, D.C. under Director Major Donald E. Keyhoe from 1957 to 1970.

Was assigned as Early Warning Coordinator for Colorado Project under Dr. Condon, 1967 - 1969. This was a government sponsored scientific investigative group, headquartered in Boulder, Colorado. He screened project.

Conducted a course in UFOLOGY at Mariemont High School in 1969 - the

Formerly served as president of The Cincinnati UFO Society in late 1950s, whose members were mainly professional people.

During World War II, served in the Intelligence Service of the 5th Air Force in Southwest Pacific Theatre for 31 months. First learned of the UFO during this period. During a flight near Iwo Jima, enroute to Tokyo, during the Japanese surrender, the aircraft in which he was flying encountered 3 UFOs, nearly causing the plane to crash. This incident led to my interest in the subject of UFOs in 1950, at which time, the "flying saucer" had already commanded world attention.

Served as advisor for the nation of Grenada during the 32nd General Assembly at the United. Nations when Prime Minister, Sir Eric Gairy ' proposed that the UN establish a UFO research agency.

book, 1957, BLUE, which reviewed his work with the Air Force. The "3-0 Blue" was part of this code number. Books still available from his home address at a price of $3.00.

Len is employed as Director of Public Relations and Marketing Services of DuBois Chemicals, Division of Chemed Corporation, headquartered in DuBois Tower, Cincinnati, Ohio.

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RETRIEVALS OF THE THIRD KIND

A Case Study of Alleged UFOs and Occupants in Military Custody

Presented by

LEONARD H. STRINGFIELD

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

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

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

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

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

Of course, there are many other provocative splinter theories, some interlacing the two major hypotheses and some radically disre-

garding the known facts. Theories are free, and are a dime a dozen.

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

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

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

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

Retrievals of The Third Kind, of course, relate primarily to the I a UFO had allegedly crashed and both it and the occupants were retrieved by military personnel who were dispatched to the scene. According to my sources, these immobilized craft and deceased occupants, described as humanoid, have been placed in custody at certain military installations where they were studied under the highest security measures.

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

The cause of this "scoffing" was one grand hoax. Here, I refer to a book, Behind the Flying Saucer by the late Frank Scully, published in 1950. Briefly, it told about a reported saucer crash in Aztec, New Mexico in 1948. Scully went on to relate that a scientist he had

met, had possession of metal artifacts taken from inside the craft which was proof that the saucer was from outer space. Investigation, Scully's book's subsequent exposure as a hoax, which got a lot of publicity, it became unfashionable for any objective researcher- to write or talk about men".

Adding fuel to the fire of a burning book were strong Air Force denials in 1954 that *a* retrieved UFO was in hiding at Wright-Patterson O'Mara, Intelligence, at the air base, inquiring about the alleged retrievals. His reply, part, "Ridiculous!"

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

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

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

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

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

Also to blame would be the media. Where was their prowess to probe for the truth? It seems strange that some of its audacious members who helped bring down a president failed to reach the right

people with the right facts — or, were they, too, in certain key areas, a part of the big cover up?

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

Is it re-search — or, myself — to try and pry open the lid of a possible Pandora's Box? . Is it not morally right to know about the crashed UFO and its alien occupants? Is there something sinister about the continuing surveillance of Earth? . • •

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

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

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

Also, for the record, I do not possess a single affidavit to prove that any one of my informants has seen a retrieved craft or its occupants. I have only their names and their testimony. Unfortunately, I cannot use these names. Anonymity has been requested and will be respected. The reasons should be obvious to all. In essence, therefore, the cases I present in this paper without names to back up the informant's testimony can be construed as hearsay.

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

ABSTRACT I

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

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

By coincidence, months later in 1977, I was to learn more about a crashed disc occurring in 1948. This came from researcher Todd Zeckel, whom I. had known since 1975 when he became Research Director of Ground Saucer Watch. Formerly with the National Security Agency, Zeckel stated that an Air Force technician told him that his uncle, Worth, Texas, had taken part in the recovery of the crashed UFO which was described as a metallic disc, 90 feet in diameter.

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

The retired colonel, now living in Florida, was tracked down by Zeckel. Among other facts revealed by the colonel was that one dead alien was found aboard the craft which was described as about 4 feet, thumbs.

Zeckel learned from his source that the troops involved in the retrieval were warned that if they said a word about the incident around".

Continuing his investigation, Zeckel pieced together other eyewitnesses to the 1948 crash event. In his statement, Zeckel relates the following: "I traced another Air Force colonel, now retired in Harrisburg, Pennsylvania. He had seen the UFO in flight. He was Dias was over Albuquerque, New Mexico, when reports came of a UFO on the West Coast, flying over Washington State. Radars clocked its speed at

2,000 miles per hour.

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

"The craft was covered with a canopy, and the two pilots were not allowed to see it. They were then called to Washington, D.C. for de- event."

Zeckel also traced a U.S. naval intelligence officer who was in Mexico City at the time of the crash. He was rushed to the spot, but

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Todd Zeckel related to me by phone March 15, 1978, that additional details pertinent to this 1948 incident will be made known in his forthcoming book, Under Intelligent Control to be published in 1978.

Zeckel also related that he has a signed affadavit by the retired Air Force Colonel who was involved in the cordoning off operations.

Zeckel's And, take another look at his book Behind the Flying Saucer. He may not have been too far off from

If there was an actual crash in a desert region in 1948, which indeed seems true according to Zeckel, then it is easy to understand Scully's data, have pre-judged and conveniently dismissed as a hoax. On this premise, UFO research since 1948 has been either skillfully duped or too blind or too diverted by other challenges to pursue a path to what may have been the final proof at its end.

ABSTRACT II

1952, the year of the great wave of UFO sightings throughout the U.S.A., can also share in the history of retrieval data.

My information for one known UFO crash incident in 1952 comes from a reliable person in a technical position at a large General Electric plant. His brother, who wishes to be unnamed, was on duty as a radar specialist at Edwards Air Force Base, California in 1952, when he saw a UFO descending toward Earth at great speed across his radar screen. When the UFO had been confirmed to have crashed the Captain on duty

gave him instructions, "You didn't see anything!"

The specialist a short time later learned from base officials that an unidentified craft did crash in a nearby remote desert area. The retrieved craft was more than 50 feet in diameter with a row of windows around its equator. Its metallic surface was in a burned-blackened humanoid bodies approximately 4-1/2 feet tall.

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

COMMENT

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

with two sources who had witnessed a large military vehicle or lo-boy drag, Wright-Patterson Air Force Base. One observer was quartermaster at Godman Field, Kentucky when the lo-boy, under heavy guard at night, made a transient stop there. Word on the base was that its hidden cargo was a crashed UFO.

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

ABSTRACT III

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

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

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

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

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

COMMENT

Wright-Patterson AFB and that of the radar specialist at Edwards AFB (cited in Abstract #2) suggests that the official cover-up of vital UFO data is so great that some of it which concerns the captive craft and occupants is under a special system of files — and has always been independent of those maintained by Project Bluebook, and, perhaps are without classification so that even the Freedom of Information Act cannot reach them.

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

ABSTRACT IV

and/or earlier, comes from Richard Hall, now MUFON International Coordinator and Editor of MUFON UFO JOURNAL.

When Hall served as Assistant Director of NICAP he was aware of all communications received by that group. One item received by phone came from a president of a stainless steel company, dated 1957, Coral Gables, Florida. In company with this business man was Bill Nash, Pan American Airline pilot. He was well-known in the early years of UFO research for his and co-pilot Bill Fortenberry's outstanding sighting on July 15, 1952 of eight circular bright red UFOs maneuvering under their aircraft.

Nash revealed by phone to NICAP, that he had interviewed a young lady who had worked in Communications, Army Intelligence at a base in Arizona. The date was around 1952. She reported that for a two-week period her base was on a red alert for a possible attack by UFOs. One UFO she said had landed or had been brought down and had been sent to Wright-Patterson for analysis. She added that the UFO's interior control panel showed markings or symbols. She also saw a photograph of the object but was unable to give precise details.

More on Bill Nash. In the March, 1965 issue of Saucer News published monthly by James W. Mosley in Fort Lee, New Jersey, the following story told about Nash's and Fortenberry's experience during their interrogation by Air Force Intelligence following their aerial encounter with UFOs. The article, "Reconsidering The Mysterious Little Men" by Keith Roberts, quotes Nash as follows: "Before the interview, Fortenberry and I had agreed to ask the Intelligence men if there was any truth behind. the rumor that the Air Force had one or more saucers at Wright-
investigator's
answered, 'Yes, it is true!' Later, when we were all in one room, following separate de-briefings, I remembered to ask the question. All of the investigators opened their mouth at the same time to answer, but Major Sharp, who was in command, broke in with a quick 'NO!' It appear-
up..."

Quoting further from Saucer News article, "Nash said that an un-
magazine
U.S.
saucers.."

COMMENT

First, if it is necessary to establish that Bill Nash was a Pan Am pilot, who with co-pilot Fortenberry, had a significant sighting of UFO in 1952, researchers will find an account of their encounter fully recorded in an issue of TRUE magazine in 1953. Also, while editor of ORBIT in the 1950's, I had an exchange of correspondence with Bill Nash so he is no figment of the imagination.

Incidentally, in a telephone comment to NICAP in 1957, Nash said that Pan American Airlines had asked him not to link his company with any more public statements or appearances.

In reference to the young lady's disclosures about symbols, or glyphs, appearing inside the UFO, I have heard from another reliable military source in 1978 that he had seen photographs showing such markings at Wright-Patterson Air Force Base.

ABSTRACT V

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

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

In the next scene, Mr. T. recalls seeing 10 to 15 military personnel all dressed in fatigues and all without identification patches, standing around what appeared to be the disabled craft. By judging their heighth against the UFO, T. determined that its width was approximately 15 to 20 feet in diameter and that an open hatch or door at the bottom was about 2-1/2 feet wide and perhaps 3 feet high. At this point Mr. T. had no idea of the movie's purpose. I asked about the activity of the personnel? "They were just looking at the object," he said.

Then the movie switched to what appeared to be in interior of the craft. A panel with a few simple levers was shown, and he remembers being impressed by the muted pastel colors and sudden glares of white –

Again there was a change of scenes. Now in view were two tables, probably taken inside a tent, on which, to his surprise, were dead bodies. Two were on one table, and one on another.

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

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

To Mr. T.'s surprise, two weeks later he was approached by an Intelligence Officer on the base and told, "Forget the movie you saw; it hoax."

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

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

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

film at another base under the same similar hush-hush conditions.

COMMENT

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

ABSTRACT VI

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

> I, Fritz Werner, do solemnly swear that during a special assignment with the U.S. Air Force on May 21, 1953, I assisted in the investigation of a crashed unknown object in the vicinity of Kingman, Arizona.
>
> The object was constructed of an unfamiliar metal which resembled aluminum. It had impacted 20 inches into the sand without any sign of structural damage. It was oval and about 30 feet in diameter. An entranceway hatch had been vertically lowered and opened. It was about 3-1/2 feet high and 1-1/2 feet wide. I was able to talk briefly with someone on the team who did look inside only briefly. He saw two swivel seats, an oval cabin, and a lot of instru- displays.
>
> A tent pitched near the object sheltered the dead remains of the only occupant of the craft. It was about 4 feet tall, dark brown complexion and had 2 eyes, 2 nostrils, 2 ears, and a small round mouth. It was clothed in a silvery, metallic suit and wore a skull cap of the same type of material. It wore no face covering or helmet.
>
> I certify that the above statement is true by affixing my signature to this document this 7th day of June, 1973.

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

I was project engineer on an Air Force contract with the Atomic Energy Commission for "Operation Upshot-Knothole" at the atomic proving ground, Nevada. My job involved the measuring of blast effects on various types of buildings especially erected for the tests.

On May 20, 1953, I worked most of the day at Frenchman Flat. In the evening, I received a phone call from the test director, Dr. Ed Doll, informing me that I was to go on a special job the next day. On

the following day, I reported for special duty and was driven to Indian Springs Air Force Base, near the proving ground, where I joined about fifteen other specialists. We were told to leave all valuables in the custody of the military police. We were then put on a military plane and flown to Phoenix, Arizona. We were not allowed to fraternize. There, we were put on a bus with other personnel, who were already there. The bus windows were blacked out so that we couldn't see where we were going. We rode for an estimated four hours. I think we were in the area of Kingman, Arizona, which is northwest of Phoenix and not too far from the atomic proving ground in Nevada. During the bus trip, we were told by an Air Force full colonel that a super-secret Air Force vehicle had crashed and that since we were all specialists in certain fields, we were to investigate the crash in terms of our own specialty and nothing more.

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

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

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

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

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

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

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

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

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

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

COMMENT

In my book Situation Red, I cover the Werner story in full based on my conversations with Ray Fowler. Said Fowler, "With more substantiation, it could blow the lid off secrecy." I agree. One final note: the name Fritz Werner is fictitious, but I feel that his story is not.

ABSTRACT VII

Finally a name of a witness surfaces — an Air Force Major, named Daly — who was a metallurgist stationed at Wright-Patterson AFB in

The source for this information comes from fellow Cincinnati-based researcher, Charles Wilhelm. A friend of Charle's father, he related
unknown,
where it was hot and sandy, to examine the crashed UFO. He was blindfolded and driven to a point about 30 minutes away from a base of operations. There, a tent, blind-fold was removed. From there he was taken to a location where he saw a
exterior
of the craft, he said, was not damaged, however his on-the-spot two day
ship's
showed that it was not native to Earth. him,

to craft,
craft's high
two to three feet wide.

Major Daly's blindfolded trip to the crash site, similar to that of Fritz Werner's, indicates that it was common procedure for the military to use extreme security measures relative to UFO retrievals'. -It is to be noted that Major Daly's experience takes place in April, a month shy of Fritz Werner's which was in May of the same year. Also, to be noted is that Daly did not see any dead alien bodies. Maybe
removed, the undamaged,
as he attested, it is possible the occupants managed to evade capture. Or, perhaps there were two crashes in a desert area in the Spring of 1953. If, however, both the reports of Werner and Daly are describing the same crashed UFO event, it is possible that Daly used the wrong month.

ABSTRACT VIII

"I'm almost positive it happened in 1973," said my informant, a man with a long career as a pilot in the military who held the rank of warrant officer in the army during the early 1950s. Now serving in the
U.S.
in a backroom of the Administration Building at Lunken Airport in
before I
had just spoken on the subject of UFOs. It was now the late summer of 1977 as he tried to recall the exact time when he stood as a witness, at a distance of about 12 feet, peering at five crates on a fork lift inside a hangar at Wright-Patterson AFB.

In each of three crates, he said, were the recovered dead bodies of small humanoids; the contents of the other two crates were not dis-
matter-of-

fact manner, he pointed vaguely to an area in Arizona on the map. "Here's where it approximately happened," he said. "It was in a desert don't location."

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

As we stood at the map, my informant described what appeared to be hastily prepared wooden crates. In these, little humanoids, appearing to be four feet tall were lying unshrouded on a fabric, which he explained prevented freeze burn from the dry ice packed beneath. As a number of Air Police stood silent guard nearby the crates, he managed to get a reasonably good but brief glimpse of the humanoid features. He recalls that their heads were disproportionately larger than the bodies, with skin that looked brown under the hangar lights above. The head appeared to be hairless and narrow. The eyes seemed to be open, the mouth small and nose, if any, was indistinct. The humanoids arms were positioned down alongside their bodies, but the hands and feet, he said, were indistinct. When asked about their attire, he said they appeared to be wearing tight-fitting dark suits, and, because of the tight-fitting suit, there was one revealing feature – a surprising feature. One of the humanoids appeared to him to be female. He said, "Either one of the: aliens had an exceedingly muscular chest or the bumps were a female's breasts." Later, he learned from one of the crew members,with whom he bunked at the barracks, that the body of one of the aliens was, indeed, that of a female.

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

Another question, an important one, was promptly answered by my informant. How did the military know about the crash and where to go? He said he heard from a crew member that the UFO was picked up by special tracking equipment at Mt. Palomar in California. They provided the coordinates to the military to determine the crash area. The re- Wright-Patterson.
He had no more details when or by what means.

COMMENT

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

ABSTRACT IX

The following letter, quoted in part, was received from Richard

Hall of MUFON. It is dated April 8, 1964 and the name of the source is deleted on request.

"Here at school there is an instructor who, during the Korean conflict was an adjutant to an Air Force General at one of our New Mexico proving grounds. I got the following story from him:

'In 1953 a flying saucer crash-landed near the proving grounds. Air Force personnel immediately rushed to the area and found the saucer, unharmed and unoccupied with doors open. Upon searching the surrounding area they came upon the bodies of the saucer's four occupants, all dead.

'Shortly after this certain top level personnel were given the true saucer story by Air Force officials. My source was included in this. They were shown the bodies of the four occupants of the ship, which he described as from three to four feet tall, hairless, and otherwise quite human in appearance. An autopsy had been performed on one of them to try to determine the cause of death. No cause for their deaths was ever found. Also at this time they were shown three saucers. He described them as ovoid, with a length of twenty-five feet and a width of thirteen feet. They were shown the interior as well, and there were no visible means of control, no visible means of propulsion. He told me that since that time the Air Force has been working intensely, though unsuccessfully, at trying to discover the means of propulsion.

"I can vouch for the validity of this information as well as the reliability of the person I got it from. This you can state as a positive fact. Due to the fact that he is still affiliated with the armed forces he prefers that his identity remain hidden. He also told me that this is top secret information which is highly leaks."

COMMENT

I reserve my personal comment to quote from Dick Hall's covering letter dated December 23, 1977, as follows:

"The chap mentioned in the letter is the one Todd Zeckel finally tracked down and I went with him to interview the man and had a face-to-face meeting with him here in the Washington area. He was here on some church-related business. As former aid to a general and command pilot in Vietnam, I couldn't imagine a less likely hoaxter. He clearly took UFOs seriously. He wouldn't talk directly about what he had

Langley

AFB, Virginia. Also our informant told us of an Air Force pilot telling him of the southwest crash story."

ABSTRACT X

Charles Wilhelm, Director of the Ohio UFO Investigators League in Cincinnati, received the following information in 1966 from a schoolmate friend whose father was witness to a retrieved UFO and its occupants, again in 1953. The father, who made a death-bed confession to his son, had been head of military security at Wright-Patterson.

While on duty, the father related, he saw two disc-shaped metallic UFOs, one was damaged, the other intact. He also witnessed four dead alien bodies, packed in dry ice on their arrival. They were described as 4 to 5 feet tall, with heads disproportionately larger than their bodies and with slanted eyes. He said the rest of their bodies appeared to be human except that the fingers were notably longer than ours.

COMMENT

It seems that 1953 was a busy year for crashed UFOs and military retrievals.

ABSTRACT XI

With the help of Lou Farish of MUFON I got the phone number of Cecil Tenney, age78, in Delta, Colorado and called him March 7, 1978. I wanted to hear for myself his testimony relative to his alleged observation in 1953 near Dutton, Montana, of a low-level UFO in distress, or a malfunctioning condition, and, what he experienced during Air Force interrogation, and, what he saw at the Great Falls AFB, which he believed were the recovered dead alien bodies.

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

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

Tenney admitted that he was stunned and. frightened by the spectacle. "I got out of there in a hurry," he said, "and stopped at the nearest Dutton."

There, Tenney was told by the bartender that he "smelled like lightening". Later, he learned that a state highway patrolman who also

Tenney's name as a witness.

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

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

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

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

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

COMMENT

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

ABSTRACT XII

Mrs. G. worked in the Foreign Materials Division with a top security clearance rating at Wright-Patterson AFB in the 1940's and 1950's, before her retirement in 1959 for health reasons. Charles Wilhelm, who has provided me with some first hand reports from people with information about UFO retrieval or related incidents, got this one from Mrs. G. in 1959. She had known Charles very well as a teenager on two counts: he was a good, honest worker in performing yardwork for her, and for his intense

interest in UFOs. When she developed cancer, and knew of her impending death, she decided to relate to him some startling information about her secret duties at Wright-Patterson and what she saw in the performances of these duties.

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

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

After telling Charles Wilhelm some of the barest facts she knew, can't grave." Six months later Mrs. G. passed away.

COMMENT

The brief, but vital facts bared in the testimony of Mrs. G. is not to be underestimated. I firmly believe in Charles Wilhelm, and he, in turn, believed Mrs. G.

ABSTRACT XIII

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

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

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

In due course, my business associate reached his brother, Mike, by phone and asked him to describe the photo and also to comment on his

father's actions at that time.

Mike obligingly described the photo as an 8 x 10, black and white glossy, showing two men, one wearing khaki, the other in a lab coat, holding up a dead body about 3-1/2 feet tall. The photo was taken at a fair distance on a clear day in a panarama of desert showing patchy scrub vegetation. Most of the details were by now hazy to Mike, but he recalls that the alien's head was pear-shaped and oversized for its humanoid was wearing a dull, wrinkled, metallic suit.

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

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

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

COMMENT

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

ABSTRACT XIV

Robert D. Barry, fellow researcher and lecturer, was contacted early in March, 1978 on the basis of his interest in and knowledge of crashed UFOs and the retrievals of craft and their occupants. Barry is a conservative, careful researcher and not an exploiter of wild claims. When I informed him that I could use his help in supplying some data for a paper I was preparing for the MUFON Symposium, he asked that I submit a letter to further identify myself and my objectives in this sensitive area. I did so promptly, and it produced positive results.

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

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

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

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

"Its landing gear was not down and its flight pattern at impact gave the indication that the two occupants in the crash...hence the flight difficulty experienced by the craft.

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

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

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

"On this particular case, a total of twenty individuals were involved in the investigation and research. Since died...of causes... leaving a total of 17 familiar with the incident and follow-up research."

COMMENT

There is more and stronger data concerning the 1962 New Mexico crash which are not publishable at this writing. Barry also has data relative to other UFO crashes in the continental United States from very reliable sources that I have been asked not to divulge.

I also have some sketchy information from another highly reputable source which confirms the time and place of the crash data from Barry.

ABSTRACT XV

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

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

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

COMMENT

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

ABSTRACT XVI

Mrs. SI called me August 3, 1977 to relate her growing interest in the UFO. She had read my book, SITUATION RED and expressed a desire to attend the future meetings of the local OUFOIL research group. To its

director, Charles Wilhelm, she confided that her husband, Carl, while in the Air Force as a member *of* the Air Police at Wright-Patterson, was called to duty one night to stand guard in a secret area where he witnessed three dead alien bodies that had just arrived. I was tipped off about this information by Wilhelm, so on August 3rd I was prepared to ask some careful questions.

During our first chat I was able to extract some strong data. She explained that she believed that it was the year 1972 – or maybe 1973 - when Carl was called to duty during the night. He was driven to a certain location then was blindfolded. She said, he recalled that he was led across a field of wet grass, then was helped down a flight of stairs and escorted through a long corridor. At a certain point he was halted and his blindfold was removed. There he was issued instructions about his mission and where to stand guard. To his shock he was in a room with other ranking officers and a few scientists who were viewing three small humanoid bodies. They were dead and were stretched out on a refrigerated table. She remembers Carl telling her that the bodies were about three feet tall, their heads were abnormally large and they seemed to have a short fuzz on the top of their heads. The skin, she said, was an off-white or cream. She could recall no other facial features described by Carl, admitting that the only time Carl had talked about his experience was while they were courting. That was in 1975. At that time, she said, he seemed shaken by it.

"I believe he was dramatically effected," she said, adding, "One time he told his sister about it and she just laughed. Since then, he me."

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

In the Fall of 1977 Mrs. SI became so obsessed in her UFO pursuits that she became ill, followed by a long period when she did not communicate. Then one evening she called and politely announced that she had abandoned her interest in UFOs. She thanked me for my offers to help during her period of stress and- again reminded me that Carl would not talk about his affair at Wright-Patterson. I never heard from Mrs. SI again.

COMMENT

No one can blame Carl for Upholding his sworn oath to secrecy, but a slip of his tongue with his loved one let the proverbial cat out of the bag. I believe that the information recounted by his wife is fairly accurate. Of special interest in this incident of retrieval is the year 1972 or 1973 which suggests that the recovery of alien occu-

from UFOs to Wright-Patterson for analysis and preservation.

ABSTRACT XVII

I have chosen as the final abstract for this paper, one case that I believe deserves both climactic treatment and a re-appraisal of all craft and crew on record and its far-reaching impact on research.

The case in point is the controversial Aztec, New Mexico incident of February, 1948, which was sensationalized by Frank Scully in his Flying has and shun or discredit all retrieval stories.

While Scully used shady characters to support his case, new data, supported by people with solid credentials, have surfaced through the efforts of Professor Robert Spenser Carr, a long-time researcher with his own proper credentials.

Now retired, Professor Carr, who formerly taught mass communications at South Florida University, and served as Director of Research at Walt Disney Studios, made national news in 1975 when he re-opened the Aztec Pandora's Box during a press interview in Tampa. When asked by a cub reporter to back up his claims that he believed UFOs were from outer space, Carr responded briefly using data he had amassed on the "little men" recovered in Aztec. When the story punctured its way through the wire services, researchers were caught off guard, including myself. Like others questioned by the press, I responded with skepticism. At that time I had no new data on the Aztec case. In fact, I had not corresponded with Professor Carr since the 1950's when I published the CRIFO ORBIT. Checking my old files, I reviewed his letters sent to me. Certainly all were well-written, factual and conservative.

On March 28, 1978, while visiting my daughter and her husband in Clearwater. After rehashing our UFO struggles in the 50's, I asked him about his collected data on retrievals, and specifically about the Aztec incident. His response was rewarding. He had accummulated more data about Aztec than I had ever anticipated. I called him again March 31st and asked for his permission to use certain data in this paper. Again Carr was obliging, except for a reluctance to use the names of his sources. Commented Professor Carr: "I have spent 17 years collecting the data I have on the Aztec case. I know of other retrievals, but my main thrust through all those years was concentrating on sources who knew about the Aztec incident. I could write a book about that one re- alone."

The "ancestor" of all retrieval cases, as Carr calls it, was the landing of a craft with 12 occupants twelve miles west of Aztec, a town of sparse population in a desolate desert region. According to

Muroc Edwards), one at Santa Fe and another in the southeast corner of Colorado, tracked the craft, and by triangulation, were able to pinpoint the descending craft to Aztec. The Air Force rushed crews to the site from Muroc. The craft was found not damaged except for a puncture in one of the portholes. This puncture, Carr said, was the probable cause of the death of the occupants. One authority told him they had died of decom- port the craft's crew were rushed to Muroc where they were stored in a refrigerated mortuary. Later, they were sent to Wright-Patterson for autopsies and preservation in cryonic suspension.

In his 17 year search for the truth about Aztec, Professor Carr told me he got extensive input of information from five eye witness sources. One key source, now deceased, was a surgical nurse who assisted in the autopsy. A second source was a high ranking Air Force officer, who was stationed at Wright-Patterson, with a degree in anthropology from an Eastern University; and, two others, both aeronautical engineers who revealed valuable data on the craft's structure and operational systems. Still another source aware of the Aztec retrievals was an Air Force enlisted man who was a guard on duty at an air base he did not disclose.

According to Carr, his eye witness acounts, describing the humanoids, all agreed that the bodies were from three to four feet tall, with elongated heads, oversized compared to their bodies; and, with eyes slanted, looking oriental. The clothing worn by each member was tight-fitting and without insignia.

Professor Carr also shared some details on the storied visit by President Eisenhower to see the retrieval of craft and crew at Wright-Patterson in 1952. According to an eyewitness informant, Eisenhower, using an excuse to play golf in Palm Beach, Florida, was picked up by helicopter at a remote tee and flown to the airbase. There he was greeted by 80 to 100 military and scientific people in a secret hangar and shown both the craft and 12 bodies in deep freeze. When the President asked about the craft's propulsion, and the UFO's origin and their mission to Earth, no one, according to Carr's informant, could provide answers. Eisenhower then turned red and shaking his finger he ordered, "Mum is the word." Ordering absolute secrecy, he brought in the C.I.A. and all its efficient methods to keep it that way. According to Carr's informant, the C.I.A. seriously believed in 1952 that the public would suffer a "cultural shock" if they were told that UFOs came from an advanced civilization from outer space.

COMMENT

Having discussed personally with Professor. Carr the reliability of his eyewitness sources, I feel that the Aztec affair can now be viewed with new confidence and free of the Scully stigma.

Comments Professor Carr: "I don't agree with the policy of secrecy nor the fear of a world "culture shock" if the real UFO facts are revealed. Whatever the UFO's purpose, I don't think they are hostile. Therefore, I believe the world governments should urgently try to make contact."

SUMMARY

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

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

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

According to a news item dateline Oslo, in 1955, a board of inquiry held by the General Staff reported on the examination of the damaged UFO. Colonel Gerrod Darnbyl, Chairman of the board, said during a briefing for Air Force officers, "...Although our present knowledge does not yet enable us to solve all riddles, I am confident that the remains from Spitzbergen will prove to be of utmost importance in this respect. Some time ago a misunderstanding was caused by saying that the disc probably was of Russian origin...Now, we wish to state emphatically that it has not been built in any country on Earth. The materials used in its construction are completely unknown to all experts having participat- investigation."

According to Oslo news story, Colonel Darnbyl also stated that the board of inquiry is not going to publish an extensive report until some "sensational facts" had been discussed with U.S. and British experts. The story, of course, was denied but like other incidents, some strong facts about it have escaped through the veil of secrecy.

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

There are many other foreign reports in the past and of recent times, that tell of alleged UFO crashes and retrievals, of objects falling to Earth looking like fireballs, of objects exploding on impact, and of little humanoids on the loose doing seemingly ludicrous things. Many have conventional explanations, but others do not, such as the circular craft that crashed in Nauta, Peru on November 11, 1975. This object, according to Robert Barry, measured 12 feet, eight inches in diameter, which featured a strange metallic coating. And there are others such as the object that crashed in Nowra, Australia, in May, 1976 and in Mexico in August of 1977. Each of these suggest military intervention.

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

In the U.S.A., reports of UFO crash and retrievals are surprisingly extensive; but, not so surprisingly, they are hushed after military intervention. For example, we still have unanswered questions about the mystery object that fell into a large pond in Carbondale, Pennsylvania on November 9, 1974. . When the story made news during the presence of the National Guard, someone threw a Sears searchlight into the pond which was conveniently retrieved, still aglow. Mischievous kids were blamed and the curious public went away thinking the mystery was solved. According to reliable informants, the searchlight was a successful diversionary tactic. Under cover of darkness, the submerged craft was removed by National Guard units by orders of Air Force Intelligence in Washington. Also, before the recovery, a sheriff from the adjoining county rowed a small boat to the spot where he could see the rounded top of a metallic object near the water's surface. He also saw on the water's surface, ripples radiating from the object's vibrations.

Another recent incident not yet substantiated, came to light from reliable sources not to be named at this time as our search for data continues. This incident allegedly occurring in the Spring of 1977 in *a* rural area of Southwestern Ohio, involves a landed craft, perhaps disabled, and a number of its occupants who engaged a military unit dispatched to the scene. Whatever happened during this Encounter of The Third Kind, the sketchy data we have thus far, suggests violence. Reinjured or killed. There was no word of alien casualties. The story is traceable through *a* handful of qualified researchers, then it stops at a deadend. Unreachable is *a* medical specialist supposedly called in by the military authorities to perform his expertise.

detachment either

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

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

In summary, the information treated in this paper, while it may seem provocative to the average researcher, may not for him constitute the final proof that UFOs are of extraterrestrial origin. But, indeed, if my data from reliable and diverse sources are acceptable then the hypothesis surely is strengthened.

It seems no matter how hard we may try to disbelieve the data presented in the foregoing seventeen abstracts it will be difficult to explain away the correlative physical similarities of the recovered humanoids, such as the small body size, the disproportionate large head compared to the torso, the facial features, and, the stark fact that

Even

U.S. man

all

Wright-Patterson?

the 1950's, concerns the geographical location of UFO crashes. In the

Western

ly visited military installations and other sensitive areas where they should have not been to perform, sometimes in a menacing manner. As a

reconnoitered

tive installations throughout the U.S.A., including Wright-Patterson. sensi-

I have wondered about the UFO concentrations over Wright-Patterson and the Southwestern region of Ohio. Maybe, and its only a guess, the UFOnauts are curious about their captured craft and preserved little comrades stored underground at that base.

On the premise that humanoid aliens have been "officially" preserved in deep freeze conditions, I believe it is safe to postulate that at least one of the entities associated with the UFO is physical and not a psychical phantom from another dimension. My point here is not to derogate the extradimensional entity, for there is much evidence to suggest that it, too, plays a part in the UFO mystery. But physical or phantom, these weird creatures may be no more than robots or cyborgs, all programmed by their humanoid masters. And, it is not too far-fetched to believe that some of these creatures seen near a landed UFO or as a

sudden and frightening visitant in a bedroom, may be no more than a humanoid powers for purposes we may never comprehend.

beyond rationalize and every kind of alien intruder during a live encounter. This subject belongs this

Who are these mortals whose imperfect craft have crashed into the foreign soil of Earth?

From what star system do they come where evolutionary life is not too different than our Earth's? Is there a missing link in our primeval past, or lost in our archeological wonders which may reveal a human kinship?

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

Perhaps, President Jimmy Carter knows these secrets, or some of them. If not, then my plea, here and now, is addressed to the President of the United States to seriously review the testimony I have recorded in this paper. With his conscience as his guide, I trust that the President of the United States will tell this great nation and the world the truth about the greatest story of our time.

the an informant, or a source of contact, are withheld on request, however, they

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April 5, 1978