Recd. 8/9/05

DRAFT

1942 – 1945

Appendix 1
Catalog of Unconventional Aerial Phenomena
reported by Allied pilots (1942-1945)

84 cases

March 25, 1942 Zuider See, Netherlands

At midnight, the crew of a RAF bomber flying toward Essen (Germany) sighted one strange phenomenon. The tail gunner saw it first and described it as a luminous orange disc which followed the aircraft. He opened fire against it with no result. The pilot observed also the disc which finally flew away at an estimated speed of 1,600 kph.

Sources : UFO Encylopedia volume 2, 1st edition, Jerome Clark / Lumières dans la Nuit (LDLN) n°330.

June 1942 Above Netherlands

After dropping their bombs on the Ruhr and on their flight back to England, First Lieutenant Ronan Savinsky from the RAF 301st squadron (Polish Division) and other crew members had a strange sighting. First the tail gunner observed an unidentified aircraft coming rapidly close to the bomber. Thinking to a German fighter, he opened fire on it. The projectiles seemed to penetrate the bright object with no result. After 10 minutes, the bright object changed its position at a fantastic speed and took position at 200 yards from the wing and stayed in that position. The crew of the bomber following behind has experienced the same phenomenon.

Source : Audio track interview of Ronan Savinsky from Wendy Connors' Faded Disc Archives / MUFON UFO Journal #290 p.18

Summer 1942, Tasman Peninsula, Australia

At 1750, a RAF pilot flying on patrol sighted an object looking like a singular airfoil of glistening bronze color with a dome on top. He described it as 150 ft long and 50 ft in diameter with a dome on top which reflected sunlight. The object flew alongside the aircraft for a few minutes and then suddenly turned away at a "hell of pace". It made another turn and then suddenly dived straight into the ocean.

Source : Beyond Top secret, Timothy Good, 1996, p.152 / The OZ files, Bill Chalker

November 1942, Atlantic Ocean, Bay of Biscay, France

The crew of an aircraft belonging to an anti-submarine squadron was flying over the Bay of Biscay when he reported the sighting of a huge object which followed and passed their plane. The tail gunner was the first to see this "strange aircraft without wings". The others, including the assistant Engineer confirmed the sighting and the "intercom became a jumble mess of incoherent squawks". The sgt with a K-20 camera was shooting pictures. By the time the object was flying behind the aircraft at 5 o'clock position. It was difficult to to determine its distance and the object which appeared "massive", soon gained altitude without visible means of propulsion. In view for about 15 minutes, the object finally executed a 180° angle turn and

disappeared. Out of a number of exposures taken by the Sgt only one with filter showed details.

Sources : From the written testimony of one of the crew member (C.J.J.) published by CRIFO Orbit, January 1955.

Source : 03 / 366

December 9, 1942 Somme Estuary, France

Early in the evening B.C. Lumsden, pilot of a RAF Hurricane fighter flying at an altitude of 2,000 meters saw two bright lights that rose from the ground toward his aircraft. He about-turned and observed the lights which became bigger. They positioned themselves behind the plane at the same altitude, then they went down 300 meters below went up and disappeared.

Sources : UFO Encylopedia volume 2, 1st edition, Jerome Clark / Lumières dans la Nuit (LDLN) n°330.

1943 Atlantic Ocean, between USA and England

One night (month and day not specified) the pilot and the eight crew members of a US Navy PB-2Y5 observed a single lighted red-orange object which flew in formation off the wing of the aircraft. The pilot repositioned the aircraft several time. Each time the object matched the maneuver. The UAP took off ahead of the plane and vanished from sight in 30 seconds.

Sources : Dr Richard Haines Files / Project 1947, Jan Aldrich

March or April, 1943 Tunisia

At night the pilot of a Hurricane from the RAF 73rd Squadron (nightfighters) encountered an unusual light as other squadron members.

Sources : Letter to RNZAF in Air Department file 39/3/3 NS vol. 1 / Project 1947, Jan Aldrich

April 5, 1943 Air Corps Ferrying Command Base, Long Beach California, USA

At 0950, Gerry A. Casey instrument flight instructor and four students flying a BT-13A training plane observed an orange round-shaped or more elliptical (more than 10 ft in diameter) object flying alongside in formation with his aircraft. The object appeared to shimmer in bright sunlight. Then it shot away from the aircraft position disappearing in a climbing turn toward the ocean at about 7,200 mph. When the object accelerated away from the plane it changed color from orange to white. No opening cockpit or openings, no propeller or any type of propulsion were observed. Total duration : 1 mn

Source : Pilot's report, Project 1947 Jan Aldrich.

May 1943 Above the English Channel

Upon returning from a night bombing raid over Germany, Bomber Captain Gordon W. Cammell and all the crew members of a RAF Lancaster night bomber reported the sighting of

a huge orange ball. It seemed stationary on or near the sea level at 7-8,000 ft below the aircraft. Total duration : 10 minutes.

Source : Pilot's report / Project 1947, Jan Aldrich

May (or July), 1943, Tunisia

At night the pilot of a RAF Hurricane fighter (73rd Squadron) sighted one bright light which he described as the "light" or "the thing". Other pilots also encountered the phenomenon several times.

Sources : Letter and report form from Andy Roberts Collection / List of Cases prior to 1947, Jan Aldrich

June 25, 1943 Elbe Estuary, Germany

A pilot of the 1st Air Division reported the sighting of 12 flat objects (size 6 ft square) which felt like leaves. No explosions.

Sources : Project 1947, Jan Aldrich / Data on Unusual Objects and Missiles Encountered on missions, 8th Air Force Files, Feb-May 1945

September, 1943 France

A flashing jet black cigar-shaped object was seen traveling at three times the speed of the plane when it abruptly stopped 1 miles away. Then it turned and circled the aircraft.

Source : Analysis of UFO-like data before 1947, L. Winkler, FUFOR.

October 14, 1943 Schweinfurt, Germany

Returning from a bombing mission over Germany several B-17s crews from the 384th Bomber Group observed a group of luminous discs flying straight on them. One of the pilots had to maneuver to avoid a collision. His right wing went through the group of discs without any effects. One of the discs collided with the rear part of the B-17 with no damage. At 7 meters behind the disc, a cluster of various black wreckages following it.

Sources : Black Thursdday, Martin Caidin / UFO Encyclopedia Volume 2, Jerome Clark / Above top secret, Timothy Good / Project 1947, Jan Aldrich /

November 26, 1943 Bremen, Germany

Green Rings of flame of 2-3 feet in diameter, corkscrewed thru formation as if floating in the air.

Source : Project 1947, Jan Aldrich / Data on Unusual Objects and Missiles Encountered on missions, 8th Air Force Files, Feb-May 1945

December 14, 1943 **Naples, Italy**

At night, the pilot of the 255th Night Fighter Squadron (NFS) flying a Bristol Beaufighter reported dogfights with "the light" a bright light which out climbed the aircraft.

Source : Project 1947, Jan Aldrich / letter, report form, logbook extract, Andy Roberts' Collection

Late, 1943 **Central Germany**

During daylight, Sgt Louis Kiss, the tail gunner of the B-17 "Phyllis Marie" from the 390th Bombardment group - 3rd Division of the 8th Air Force, reported the sighting of a gold sphere (size of a basket ball) which approched the aircraft from behind and below. Then the sphere hovered just above one wing after slowly moving from the rear. Soon it passed over the top of the bomber to the other wing where it hovered again. Kiss was tempted to shoot at it with his machine gun but, considering the proximity of the ball to the B-17's gas tank, he thought better of it. As he watched, the ball moved toward the rear of the plane again, became caught in the B-17's backwash and rapidly disappeared into the remainder of the B-17 formation. Kiss reported it to his intelligence officer.

Sources : Project 1947, Jan Aldrich / Just Cause #32.

Late 1943 **Bremen, Germany**

Many reports of "silver and red discs above the formations.

Sources : Project 1947, Jan Aldrich / 115 RAF Squadron Newsletter issue n°1, Dec. 31, 1943

1944 **South Atlantic**

At night, four pilots of military Air transport aircraft observed two bright lights wich came toward the plane, seperated and went around the aircraft, then turned and flew along side for 4-5 minutes.

Source : Project 1947, Jan Aldrich

February, 1944 **Bass Strait, Australia** **(39°30 S / 145°50 E)**

During february 1944, at 2:30 am, the crew of a RAAF Beaufort bomber flying at about 4,500 feet above Bass Strait sighted a " dark shadow " which appeared alongside the plane and kept pace with it, at a distance of only 35 meters. The Bristol Beaufort was travelling at about 235 mph. The object had a flickering light and flame belching from its rear end. The strange object stayed with the bomber for some 20 minutes, during which time all radio and direction-finding instruments refused to function. It finally accelerated away from the plane at approximately three times the speed of the bomber.

Sources : "A preliminary Study of Fifty Seven Pilot Sighting Reports involving Alleged Electro-Magnetic Effects on Aircraft Systems", Preliminary report, Haines Richard F. et Weinstein, Dominique F., NARCAP, 2001 / Above top secret, Timothy Good / The OZ Files, Bill Chalker / MUFON International Symposium 1987.

March, 1944 **Yakima, Washington, USA**

A pilot in flight observed seven pebble-shaped (10 ft diameter) objects flying in V formation.

Source : Project Delta, Richard F. Haines p 178

March, 1944 **Carlsbad, New Mexico, USA**

Captain Reida, a USAAF B-29 pilot observed a bright spherical green object with a flare flying at great speed. It made abrupt turns and disappeared above the horizon.

Sources : the UFO Evidence, Richard Hall, NICAP 1964 / Above top secret, Timothy Good / La chronique des ovnis p.266 / LDLN #330

April 30th, 1944 **Near Anzio, Italy**

Between 2100 and 2200, the pilot and the radar officer of a Bristol Beaufighter of the RAF 600 Squadron sighted an orange red glow following their plane . All evasive maneuvers, even going into clouds did not stop the object from pursuing them. Finally a dive inro a cloud bank lost the object. No radar contact.

Sources : Project 1947, Jan Aldrich / Letter and data from logbook, Andy Roberts' Collection.

June (2nd, 5th or 8th), 1944 **Southwest of Florence, Italy**

At midnight, the pilot of a RAF Bristol Beaufighter flying over the Florence - Rome road observed one bright red light which followed his aircraft. The pilot did several evasive actions with no result.

Source : List of Cases prior to 1947, Jan Aldrich

June, 1944 **Adriatic Sea, Northeast of Bari, Italy**

At 1100, the pilots of three USAAF P-38 from the 1st Fighter Group one round silvery disc flying above them at 50,000 ft. It dropped to about 40,000 ft and stayed 3 minutes with the formation of planes, then sped north out of sight.

Source : Project 1947, Jan Aldrich / Report form CUFOS

August 10, 1944 **Between Palembang (Sumatra) and Ceylan**

Capt. Alvah M. Reida and the crew of a USAAF B-29 bomber returning to their base after a bombing mission over Sumatra observed a bright orange spherical object (diameter : 2 meters) with a halo effect that paced off the starboard wing. The pilot took evasive action, but the object followed every maneuver for about 8 minutes. According to the pilot "When it left, it made an abrupt 90° turn up an accelerating rapidly.

Sources : The UFO Evidence, Richard Hall, NICAP, 1964 / The UFO Encyclopedia, Volume 2, Jerome Clark / Lumières Dans la Nuit # 330 / Uninvited guests, Richard Hall, p.198

August 10, 1944 **Japan**

At night the crews of two B-29 from the 40th Bombardment group observed a green flare followed by an amber-orange flash horizontally across the nose of the aircraft.

Sources : List of Cases prior to 1947, Jan Aldrich / Uninvited Guests, Richard Hall, 1988, p.198

Late October, 1944, **Rhine Valley, Germany**

"Another outstanding feature occured late in October (1943). While flying an intruder mission in the Rhine Valley, Capt. Edward Schlueter and Lt. Don Myers experienced contact with the first "FooFighters", referred to such by Lt. Myers for the lack of better name and because of the eerie feeling it gave the crew. At first these two officers were taunted by their buddies and began to wonder if they had developed combat fatigue. However other crews began to report seeing FooFighters in the Rhine Valley at night, thus the FooFighters were definitely established as an existing phenomena"

Source : USAAF 415th Night Fighter Squadron, Unit History p.1515

October 30th, 1944 **Munich, Germany**

At 0145, the pilot of a B-17 (419th Bomber Squadron) reported the sighting of a light blue ball of fire which paced the aircraft for a time.

Sources : Project 1947, Jan Aldrich / The Raven, 301st Bomb group veteran's publication, August 1994

October 30th, 1944 **Cologne, Germany**

At 2125, leaving Cologne, the flight engineer and the gunner of a Halifax III (RAF 640th Squadron) observed a ball of fire following the aircraft that was on a heading of 107 degrees. It appeared to be closing. The pilot took evasive action an the light was lost. A few seconds later an aircraft on port caught fire.

Sources : Project 1947, Jan Aldrich / Andy Roberts' Collection

November, 1944 **Santa Rosa, California, USA**

Lt Henry Giblin (pilot) and Lt Walter Cleary (radar observer) sighted a huge red light moving at 200 mph at 1,000 ft above their aircraft. The pilot made a wing over and dove. Then the light disappeared.

Sources : Analysis of UFO-like data before 1947, FUFOR p.62 / The American Legion Magazine, December 1945 / Project 1947, Jan Aldrich.

November 10, 1944 **Coast of Formosa, West of Okayama, Japan**

During daylight, the pilot of a B-29 (?) reported the sighting of a black dot seen to hang in the air without movement or explosion. It was smaller than a flak burst, and looked like an object rather than a cloud of smoke.

Sources : Project 1947, Jan Aldrich / Weekly intelligence summary #11, 10 nov. 1944, HQ Eastern Air Command, South East Asia.

November 22, 1944 Coblenz, Germany

Between 1900 and 2200, the pilot of a USAAF night fighter (422nd NFS) saw 4 to 6 "jets" and three in line abreast.

Sources : Project 1947, Jan Aldrich / 9th Tactical Air Command (TAC) Operation Summary (Opsum) #167

November 22, 1944 West South West of Trondheim, Norway

At about 2200, returning from mission, the flight officer, engineer and rear gunner flying an aircraft of RAF IX Squadron saw a clearly defined "pyrotechnic pink" spherical object following their plane. It made violent acceleration and deceleration and swift jerky movements from side to side.

Sources : Project 1947, Jan Aldrich / Letter, report from Andy Roberts' Collection.

November 23, 1944 North of Strasbourg, France

Around 2200, Capt. Edward Schlueter (pilot) and Lt. Donald Myers (Radar observer) of the USAAF 415th Night Fighter Squadron took off from Dijon. At 30 km from Strasbourg, west of Ringwald, they noticed several luminous sources. The ground radar station had no echos. The pilot closed to the phenomenon which appeared luminous globes of pulsating phosphorescent light.

Sources : The American Legion, December 1945 / The UFO Evidence, Richard Hall, NICAP 1964 / List of cases prior to 1947, Jan Aldrich / UFO Encyclopedia volume 2, Jerome Clark / Lumières Dans La Nuit #330.

November 24, 1944 Above Klagenfurt, Austria

William D. Leet (pilot) and the crew of a USAAF B-17 flying for a "lone wolf" bombing mission when their aircraft was suddenly caught in a blinding light for 2 to 3 seconds and Leet felt a sensation of heat. They completed the bomb run safely, encountering no flak, and turned to scurry back to their home airfield at Amendola in Italy. All at once a round, amber light off the left wing of the B-17, showing a perfectly circular outline, and paced alongside the plane for about 45 minutes before abruptly vanishing. During his debriefing, the pilot as informed that no German searchlights were known to be at Klagenfurt. The intelligence officer suggested that the amber disc was a new German fighter or a remote control device radioing position information to anti aircraft guns, but the pilot replied that the object did not fire on them, nor had they encountered any flack.

November 27, 1944 Speyer, Germany

Lt. Henry Giblin (pilot) and lt. Walt Cleary (radar observer) of the 415th NFS observed a huge sphere emiting an ornage light which seemed to maneuver 500 meters higher than their plane and at an estimated speed of 400 kph. No echos on ground radar.

Source : Lumières Dans La Nuit #330.

November 27, 1944 Germany

At night, Lt. Schlueter crew member of a Beaufighter of the USAAF 415th Night Fighter Squadron on an intruder mission reported that "Upon returning to base (Dijon-Ochey, France) saw a red light flying through area, came in to about 2,000 ft off starboard and then it disappeared in a long red streek"

Source : USAAF 415th Night Fighter Squadron diary, november 1944, page 2 (classified secret)

December 15, 1944, Vicinity of Erstein, Germany

At night, pilot and crew of a Beaufighter from the USAAF 415th NFS saw a brilliant red light at 2,000 ft going East at 200 mph. Due to A.I. (radar) failure the crew could not pick up contact but followed it by sight until it went out. They could not get close enough to identify object before it went out.

Source : USAAF 415th Night Fighter Squadron diary, December 1944, abstract from the operation report (classified secret)

December 18, 1944, Rastatt area, Germany

At night, the crew of a Beaufighter from the USAAF 415th NFS observed five or six red lights in a T fromation which followed the aircraft thru turns and closed to 1,000 ft. The lights followed the plane for several miles and went out.

Source : USAAF 415th Night Fighter Squadron diary, 18 December 1944, abstract from the operation report (classified secret)

December 23, 1944 Haguenau area, 20 km from Strasbourg, France

At night, Lt. David McFalls pilot from the 415 NFS is followed by two huge phosporescent orange lights coming toward the aircraft from ground. After reaching the altitude of the plane they leveled off and flew on tail of the Beaufighter for 2 minutes and then peeled up and turned away, flying under perfect control, and then went out.

Sources : USAAF 415th Night Fighter Squadron diary, 23 December 1944, abstract from the operation report (classified secret) / The American Legion, December 1945 / List of cases prior to 1947, Jan Aldrich / Lumières dans la Nuit #330.

December 24, 1944 Near Karlsruhe, Germany

At night, the pilot and a passenger (Edgard C. Clark, news correspondent) flying on a Bristol Beaufighter of the 415th NFS sighted a red ball-like object which appeared on the blacked-out ground below the aircraft and on their left. In split seconds they watched it take off, gaining altitude with tremendous speed. Then it levelled with the aircraft off the left wing. As the red ball continued along with the aircraft, the pilot went into evasive action in an effort to shake it. He turned, rolled, dived, climbed but the red ball stuck right to the aircraft. When the pilot turned back toward Karlsruhe, the red ball finally disappeared.

Source : Project 1947, Jan Aldrich / Newspaper article 17/04/1950 written by Edgar C. Clark (passenger)

December 28, 1944 Rhine Valley, Germany

At night, the crew of a Beaufighter from the USAAF 415th Night Fighter Squadron observed two sets of 3 red and white lights. One set appeared on port side, the other on starboard at 1,000 ft to 2,000 ft to rear and closing in. The pilot pecled off and the lights went out. There was nothing on Ground Control Intercept (GCI) scope at the time. Then again they observed lights suspended in air, moving slowly in no general direction and then disappeared. The lights were orange and appeared singly and in pairs. Then lights were observed 4 or 5 times throughout the period.

Source : USAAF, 415th Night Fighter Squadron, War diary, December 1944, (Classified Secret)

December 1944 or January 1945 Rhine Valley, Germany

During the day, Major Joe Thompson flying a Mustang P-51 of the 109th Tactical Reconnaissance Squadron saw 4 or 5 silvery football-shaped object.

Sources : Nashville Tennessean Magazine, October 30, 1966 / Project 1947, Jan Aldrich

1945 Formosa

The radio operator of a USAAF B-24 observed a vertical chain of luminous globes in spiral which climbed toward the plane.

Sources : Project 1947, Jan Aldrich / Inside Saucer Post Blue, Leonard Stringfield, p.8

January 1945 Germany

A pilot of the 415th NFS was followed by three luminous white and red objects.

Source : The UFO Evidence, Richard Hall, NICAP, 1964 / Lumières dans la Nuit #330

January 12, 1945 Dijon, France

Several groups of bombers reported the sightings of "Foo fighters".

Source : Intercept but don't shoot, Renato Vesco, p.83

Mid-February, 1945 Texas, USA

Between 1000 and 1100, Ralph Bayer pilot of a USAAF C-47 of the 2nd Air Force Headquarter flew with 5 to 6 passengers from Davis Monthan Field (Tucson, Arizona) to Biggs Filed (El Paso, Texas). The pilot and two other passengers saw a dull flat grey in color cylindrical-shaped object (30 ft long) flying in straight line and level manner without any deviation from its course . It approached below the plane from the left and at 500 ft above the ground (below the plane). No contrail or exhaust was noticed and it had an "open ended thick

walled section of sewer-pipe". It progressed very rapidly out of sight under the aircraft wing. Total duration : less than 5 seconds. Weather was CAVU.
In 1962, Ralph Bayer was Senior test engineer at the General Dynamics Ponoma Plant in Califpornia, working on an Army weapon system program.

Sources : Project 1947, NICAP Files, Jan Aldrich and Barry Greenwood / Signed report by Ralph Bayer sent to NICAP on 23/01/1962.

February 13, 1945 Between Rastatt and Bishviller, Germany

At 1910, several pilots of the 415th Night Fighter Squadron sighted two sets of lights at 3,000 ft. Turned into them, one of the sets went out and the other went straight up to 2-3,000 ft, then went. On their way back to their home base they saw again the lights in their original position.

Sources : Project 1947, Jan Aldrich / USAAF 415th Night Fighter Squadron, Mission Report 13/14 February 1945

February 22, 1945 Near Chichi Jima, Japan

At night, the pilot of B-24 (#501) from the USAAF 98th Bomb Group reported the sighting of "2 exhausts". They were tracked on radar (SCR 717C radar). They followed the plane for 20 miles and disappeared.

Sources : Project 1947, Jan Aldrich / Letter to USAF Project Blue Book / Life Magazine File

March, 1945 West of Trieste, Italy

After midnight, the pilot and two crew members of a RAF Boston Bomber(55th Squadron, 232nd wing observed six spheres three times the apparent size of the moon that looked like red-hot metal which followed the bomber to the southeast over the Adriatic Sea. When they appeared to move toward the aircraft, the pilot took evasive action..

Sources : Project 1947, Jan Aldrich / Letter and report form, Andy Roberts' Collection

March, 1945 Brenner Pass, Germany ?

The pilot of a military aircraft observed a yellow-white light, size of basket-ball, which came close his plane at an incrtedible speed. Then the object seemed like hanged to the aircraft's wing and synchronised its movements with the plane.

Source : Analysis of UFO-like data before 1947, FUFOR p.63

March 20, 1945 Speyer, Germany

Between 0045 and 0355, the crew of a night fighter of the USAAF 415th NFS saw two "foo-fighters" one orange ball and one green one. They seemed to be closing in from port side. The pilot evaded them and lost them.

Source : USAAF 415th Night Fighter Squadron Mission report 19/20 March 1945.

March 26, 1945 **Ruhr Valley, Germany**

At about 1100, the pilot of a RAF Spitfire XI (#PL966) from the 541st Squadron sighted one pink sphere about 3 ft in diameter first seen ahead, then slow passed object on the starboard side. Aircraft speed was 360 mph and object speed about 340 mph.

Sources : Project 1947, Jan Aldrich / Letter logbook abstract, Andy Roberts' Colllection

March 26, 1945 **Iwo Jima, Japan** **M/R**

At night, a crew of a P-61B from the 549th Night Fighter Squadron, including Lt. Calvin P. Lamb (pilot), Lt. James G. Holmes (radar observer) and Sgt. John W. McIsaac (gunner) saw several lights following their plane through a few turns, but turning away as the pilot orbited north of Iwo Jima. A chase was made, with a slight radar contact on the airborne set and then the object was pulled out of sight.

Sources : 549th NFS Unit history, Intelligence and Operations section, March 1945 / Project 1947, Jan Aldrich.

March 27, 1945 **Iwo Jima, Japan**

At night, another crew of a P-61B from the 549th Night Fighter Squadron, including Lt. William F. Still (pilot), Flight officer George W. Hayden (radar observer) and William Braswell (gunner) observed the same phenomenon that the previous night. Several lights followed the plane and then were chased by the pilot.

Sources : 549th NFS Unit history, Intelligence and Operations section, March 1945 / Project 1947, Jan Aldrich.

April 3, 1945 **Japan**

At night, the crews of USAAF B-29s formation observed two orange ball of fires coming from the ground and moving with the B-29s along the flight pathes. No explosions.

Sources : Project 1947, Jan Aldrich / Report of operation 3-4 April 1945, HQ 21st Bomber Command.

April 3, 1945 **Tokyo Bay area, Japan** **AR**

At 1813 (zulu), the pilot of a B-29 flying across the peninsula at land's end on 115° heading and at 8,000 ft high, observed one light following and closing the aircraft while gaining altitude. The ball of fire followed the aircraft despite evasive maneuvers. It followed the aircraft to about 25-30 miles beyond the coast over the Ocean. The phenomenon was picked up on radar.

Sources : Project 1947, Jan Aldrich / Report of operation 3-4 April 1945, HQ 21st Bomber Command.

April 3, 1945 **Tokyo Bay area, Japan**

At 1814 (zulu), the pilot and crew of a B-29 flying on 120° heading and at 7,000 ft high, observed at 4 o'clock a ball of fire following the plane. The pilot took evasive actions three

times through clouds but could not loose the phenomenon which had a phosphorescent glow. It stayed 5 minutes with the bomber acroos Tokyo Bay after that it disappeared.

Sources : Project 1947, Jan Aldrich / Report of operation 3-4 April 1945, HQ 21st Bomber Command.

April 3, 1945 **Tokyo Bay area, Japan**

At 1817 (zulu), the pilot and crew of a B-29 flying at 9,000 ft high, observed a ball of fire, size of a basket ball. Evasive actions were not effective. After following the aircraft for 6 minutes, it turned back toward the coast. One crew member thought that he saw a navigation light on a wing.

Sources : Project 1947, Jan Aldrich / Report of operation 3-4 April 1945, HQ 21st Bomber Command.

April 7, 1945 **North Sea**

At mid-morning, Capt. Louis Sewell (navigator) and the crew of a USAAF B-17 Flying Fortress were in nearly 1,000 aircraft over the North Sea on their way to a target near Berlin. Suddenly out of the sun, a "German" fighter dived at Sewell's aircraft from the side, , leveling off for a swift attack. It was quite a maneuver for a craft with no wing. Only a fuselage showed. Instead of firing, the object continued the familiar German fighter tactic of getting quickly away from the bomber formation in a rollout dive. After diving out of range of the B-17's guns, the craft executed an impossible maneuver : it stopped ! At that moment Sewell was looking down on the object between his B-17 and the sea. Then the object "darted up and out of sight at about 2,000 mph. The object was seen by crews on other B-17s. They all were debriefed and Sewell's radio operator turned over several photographic exposures of the object to intelligence officers. (Sewell had another sighting of UAP on May 7, 1945 avoer the Atlantic Ocean)

Sources : Project Identification, Harley D. Rutledge, 1981, p.250 / Project 1947, Jan Aldrich.

April 18, 1945 **20 miles north of Iwo Jima, Japan** **GR**

At about 0300, the Ground Control Intercept (GCI) tracked a target at 18 to 8 miles almost immediately. The gunner of a P-61B (USAAF 549th NFS) sighted a yellowish light (like a star) approaching and loosing altitude. The radar contact was lost. The gunner saw another light no radar contact.

Sources : 549 NFS (Night Fighter Squadron), Mission report #4-27, Unit history / Project 1947 Jan Aldrich.

April 18, 1945 **near Iwo Jima, Japan**

Between 0022 and 0415, the Ground Control Intercept (GCI) made a radar contact with a target. The gunner of a P-61B (USAAF 549th NFS) sighted one reddish round light. The radar contact showed two blips with evasive action and out distanced the P-61.

Sources : 549 NFS (Night Fighter Squadron), Unit history, Mission report #4-28 / Project 1947 Jan Aldrich / USAF/ATIC, Project Bluebook report forms / ufo historical Revue, Barry Greenwood #2 / Intercept but don't shoot, Renato Vesco p.84

April 19, 1945 **Off Kristansund, Norway**

At 0100, the gunner of a RAF Halifax III (P5-K 297th Squadron) saw one starlight light which over took the plane from starboard side and then became stationary on starboard beam. It disappeared to a pinpoint.

Sources : Project 1947, Jan Aldrich / Report form from Andy Roberts' Collection

April 24, 1945 **Rhine river, Wisenburg-Ludwigsburg area, Germany**

Between 0105 and 0320, the crew of a USAAF P-61 (415th Night Fighter Squadron) observed four lights arranged in square. The lights went out as plane approached.

Source : USAAF 415th Night Fighter Squadron, Mission report 23-24/04/1945.

May 2, 1945 **Fala Island, Truck Atoll, Pacific Ocean**

At 1802 (Zulu) the crew of a B-24 bomber (#616) observed two airborne objects at their 11,000 ft altitude. Changing from a cherry red to an orange, and to a white light which die out and then become cherry red again. These objects were out on either wing and not within range of caliber .50 machine guns. Both followed the B-24 thru all types of evasive action. The B-24 took a course for Guam and one of the pursuers dropped off at 1900 (Zulu) after accompanying the B-24 for one hour. The other continued to follow, never approaching closer than 1,000 yards (914 m.) and speeding up when the B-24 went thru the clouds to emerge on the other side ahead of the B-24. In daylight it was seen to be bright silver in color. As the B-24 let down at Guam, the pursuer took a course of 330 degrees at 15,000 ft to 20,000 ft altitude at 2130 (Zulu).

At 2210 (Zulu), another B-24 crew reported 9 to 10 red tracer type trails of fire up to 5,000 ft They came in pairs and one pair came within 50 to 100 yards of the tail of the plane. Source of each pair was at a different location.

At 2213 (Zulu) in the same area, another B-24 encountered eight intense flames light green in color one of which burst and hung at 5,000 ft. There was no trail or warning until the actual burst.

Sources : USAF Project Blue Book report form FTD 0-329 / 7th Bomber Command Mission reports, 742.332 - 8 February-16 May 1945, Mission report #11-327 / Project 1947, Jan Aldrich.

May 5, 1945 **East of Pfalzerwald, Germany**

A pilot of the 415th Nigh Fighter Squadron observed five orange spherical-shaped objects flying in a triangle formation.

Source : Intercept but don't shoot, Renato Vesco.

May 15, 1945 **Nogoya, Japan**

At night, the pilot of a USAAF B-29 (444th Bomb Group) saw one ball of fire, "The first sighting of a ball of fire" was made on this mission.

Sources : Project 1947, Jan Aldrich / 444th Bombardment Group History

May 23, 1945 **Tokyo, Japan**

During a bomb raid on Tokyo, a formation of USAAF B-29 were chased by 15 metalic grey saucer-shaped objects. They performed many maneuvers at great speed.

Source : Charles Fort and UFOs, Loren Gross p.60

May 23, 1945 **Tokyo, Japan**

At night, during a bombing mission of B-29s from the 444th Bomb Group, crews reported the sightings of about 20 "balls of fire".

Sources : Project 1947, Jan Aldrich / 444th Bombardment Group History

May 23, 1945 **Tokyo, Japan**

During a night raid on Tokyo, several B-29s from the 52nd Squadron of the 29th Bombing group stationed at Guam were approached and followed by balls of fire out to sea as they returned home after dropping their bombs. One of the many witnesses, Gerry Dumphy bombardier in one B-29 described as "round, speedy balls of fire, fast as a B-29 but not as maneuverable", or as "burning warheads suspended from parachutes," or as "molten chunks of steel".

Sources : State Journal, Madison, Wisconsin, July 8, 1947 / Project 1947, Jan Aldrich

May 25, 1945 **East of African coasts, over Atlantic Ocean**

In the morning (early morning sun shining), Capt. Louis Lewell and crew members of a USAAF B-17 flying a southerly course from Port Lyautey (Morocco) to Dakar (Senegal) observed an elliptical or disc-shaped object shining like aluminium. First it was opposite to the sun at 5-10 miles from the aircraft. During the the 8 hours flight it was seen 6 to 7 times through clouyds and hovering at times.

Sources : Project Identification, Harley D. Rutledge, 1981, p.251 / Project 1947, Jan Aldrich

May 27, 1945 **Japan**

Between 1438 and 1532 (zulu) the pilots of several B-29s from the 40th Bomb group reported the sighting of 20 balls of fire.

Source : Project 1947, Jan Aldrich / 40th Bombardment Squadron History)

July, 1945 **Near Sasebo, Japan**

At night the crew of a USAAF B-29 flying at 9,000 ft sighted one big ball of fuzzy orange-red light. It appeared to join the B-29 and fly formation abeam their left horizontal stabilizers. The airplane commander ordered a burst of gun fire. The tracers were seen to appear to hit the blob of light but nothing happened. Then it swooped under the B-29 and vanished into the distance at approximately 2 o'clock;

Source : Project 1947, Jan Aldrich (letters from the witnesses)

Mid-July, 1945 **Hanford Engineering Works Plant, Washington, USA**

At noon, a fast moving object was detected on radar screen directly above Hanford nuclear plant. Rolan D. Powell and 5 other pilots of six US Navy F-6F Hellcats from Pasco Naval Air Station (Washington) took off and climbed rapidly. All of them saw a saucer-shaped object. It had no signal and was just hovering as it was observing out of reach. It was described of the size of three aircraft-carriers, oval-shaped, pinkish in color. It emitted a vapor from portholes or vents. The F-6F had an operaing ceiling of 37,000 ft but they can't get close enough. The planes reached 47,000 ft and the object was about 65,000 ft. It disappeared going straight up after 20 minutes.

Source : MUFON UFO Journal #344 p.14-15

July 12-13, 1945 **Kawasaki, Japan**

At night the pilot of a B-29 from the 315th Wing on mission #267 observed one large orange light phenomenon.

Sources : Project 1947, Jan Aldrich / Report on attack on 4 cities, 12-13 July 1945, HQ 21st Bomber Command.

July 12-13, 1945 **Japan**

At night, crew of a B-29 saw one orange light paralleling the path of an enemy aircraft. Crew was unable to determine if it was part of aircraft.

Sources : Project 1947, Jan Aldrich / Report on attack on 4 cities, 12-13 July 1945, HQ 21st Bomber Command.

July 16-17, 1945 **Near Numazu, Japan**

At night the pilot of a B-29 of the 58th Wing (mission #271) observed a ball of fire at 10,000 ft which followed the bomber and disappeared into a smoke to the right of the B-29.

Sources : Project 1947, Jan Aldrich / Mission 271-274, 16-17 July 1945, HQ 21st Bomber Command.

July 16-17, 1945 **Near Numazu, Japan**

At night the pilot of a B-29 of the 58th Wing observed one light at an altitude of 10,800 ft about 500 ft above his aircraft and gaining. When within 500 ft of the B-29, the light turned

right, went off and disappeared. (Intelligence officer's comment : "Sharp maneuvers do not support Baka Theory".

Sources : Project 1947, Jan Aldrich / Mission 271-274, 16-17 July 1945, HQ 21st Bomber Command.

July 16-17, 1945 Near Numazu, Japan

At night the pilot of a B-29 of the 58th Wing (mission #271) observed a red light at 6 o' clock position which passed to the right of the aircraft making sharp turns. The crew of the B-29 received flak from ground at that time.

Sources : Project 1947, Jan Aldrich / Mission 271-274, 16-17 July 1945, HQ 21st Bomber Command.

July 16-17, 1945 Near Oita, Japan

At night the pilot of a B-29 from the USAAF 73rd Wing (Mission #272) observed a pulsating circular red glow at 10,000 ft of the target and at 2 o'clock position. The light continued on a parallel course to the aircraft for 5 minutes and it disappeared into cloud.

Sources : Project 1947, Jan Aldrich / Mission 271-274, 16-17 July 1945, HQ 21st Bomber Command.

August 1st, 1945 Over Okinawa, Japan

H. B. Kreer, pilot of a US Marine F-4U fighter flying at 30,000 saw an unidentified object.

Sources : CUFOS ' Files, letter from the witness to J. Allen Hynek / Project 1947, Jan Aldrich

August 28, 1945 Iwo Jima, Japan

A pilot had engine malfunction while in the same time three bright luminous spots followed his plane at an altitude of 10,000 ft. The aircraft lost oil and altitude and the magnetic navigation system went crazy. Then the pilot climbed and the lights stayed behind his plane and his engine started to function normally.

Source : Analysis of UFO-like data before 1947, FUFOR, p.63

No other sighting of Unconventional aerial phenomena by pilots until 18/06/1946 in France ("pilot of a US C-54 reported a bright shooting star streaked downward without exploding then came back") and 1/08/1946 in Florida (the crew of a USAAF C-47 observed a cigar-object with portholes followed by a trail of fire)

Nothing on Vietnam UFO HISTORY PIECE 1945-1961 1/3

The CIA, UFOs, MJ-12, JFK & James Jesus Angleton

As the CIA's Counterintelligence Chief, James Jesus Angleton had access to the Agency's most closely guarded secrets, including MJ-12 files on UFOs.

Extracted from Nexus Magazine, Volume 7, Number 4 (June-July 2000).
PO Box 30, Mapleton Qld 4560 Australia. editor@nexusmagazine.com
Telephone: +61 (0)7 5442 9280; Fax: +61 (0)7 5442 9381
From our web page at: www.nexusmagazine.com

© 2000 by Timothy S. Cooper
PO Box 1206
Big Bear Lake, CA 92315
USA
Telephone: +1 (909) 878 5929

James Jesus Angleton was born on December 9, 1917 in Boise, Idaho, to NCR businessman/OSS Colonel James Hugh Angleton and Mexican-born Carmen Mercedes Moreno. Upon graduation from Yale in 1941, Angleton moved to Harvard Law School where he met his future wife, Cicely d'Autremont, of Duluth, Minnesota. Inducted into the US Army on March 19, 1943, Angleton was recruited into the Office of Strategic Services (OSS) in August through the efforts of Angleton's father and Norman Pearson, his old English professor from Yale who at that time was head of the OSS Counterintelligence division in London.1

OSS COUNTERINTELLIGENCE OPERATIONS DURING WW II

James Jesus Angleton was assigned the Rome desk after Italy's capitulation to the Allies, and was made an OSS Lieutenant who ran counterintelligence (CI) activities in such countries as Austria, Germany, Spain and Switzerland as well as the Mediterranean area. As part of OSS operations in the European theatre, Angleton mastered the arts of "black" propaganda and "playback" - that is, the method of reading the effectiveness of one's own disinformation on the enemy. In 1944, he was given charge of the OSS Special Counterintelligence Unit Z, made up of US and British agents, and was the youngest member of X-2 and the only American member allowed access to the top-secret British ULTRA code-breaking intelligence.

ULTRA

After the war, Angleton was promoted to Captain and was awarded the Legion of Merit from the US Army which cited him for successfully apprehending over a thousand enemy intelligence agents. He was also decorated by the Italian Government and was awarded the Order of the Crown of Italy, the Order of Malta/Cross of Malta and the Italian War Cross for Merit.

1945

In October 1945, President Truman dissolved the OSS and had all research and analysis units moved to the State Department and operational units to the War Department, and redesignated it as the Strategic Services Unit (SSU). Angleton stayed on in the SSU in Rome and became the vital station chief in charge of the 2677 Regiment, which made Angleton the senior US intelligence officer in Italy until the SSU became the Central Intelligence Group (CIG) in 1946, forerunner of the Central Intelligence Agency (CIA).2

http://www.nexusmagazine.com/angleton.html

THE MAKING OF JAMES ANGLETON AS A MASTER SPY HUNTER

Angleton's war experience in counterintelligence operations had affected him to the extent that he became absorbed into the "hall of mirrors" world of intelligence and refused to leave the service, despite much insistence and disappointment from his father. James would pour over the many CI files he had amassed while in Italy and was forever changed by the intrigue and the possibilities of a career in the CIG.

In the summer of 1947 Angleton returned to the United States to live in Tucson, Arizona, to be with his wife and family, but his love for the service was overpowering. On December 30, 1947, he was hired by the CIA as a senior aide to the Director of the Office of Special Operations (OSO).3 It was during this period that Army G-2 and other intelligence agencies were trying to crack the Soviet *Venona* code, used by espionage agents operating in the United States to send back sensitive information regarding the Manhattan Project based at Los Alamos, New Mexico. It is possible that Angleton was on special assignment prior to officially reporting to the OSO, which had the responsibility of running counterespionage operations.4 Angleton's primary mission in the OSO included overseeing a classified component that operated espionage and counterespionage activities abroad, and reading all sensitive material coming across his desk and passing it to OSO operators in countries where the CIA had interests. In 1949, he moved up the chain of command within the OSO and held a GS-15 position.

Angleton developed the philosophy, "If you control counterintelligence, you control the intelligence service". He quickly realised the significance of the B-29 detection of Joe-1, the Soviet's first atomic weapon detonation in August 1949, and knew that the technology acquired by the Soviets was not home-grown but the product of espionage. He immediately set out to discover who the moles were who passed on America's most guarded secret to Moscow. As with all covert actions, counterintelligence operated without specific mention in the National Security Act of 1947, so Angleton set out to acquire information on the most guarded secret of all.

ANGLETON AS CHIEF OF COUNTERINTELLIGENCE

Aside from the theft of atomic secrets, the most guarded secret within the CIA was the scientific and technical information regarding new weapons developments, including the planned use of a new generation of thermonuclear weapons and high-altitude reconnaissance platforms for spying on countries hostile to US strategic interests. One of the technical secrets was the study and transfer of advanced electronics gleaned from US Air Force studies of unconventional aircraft and missile research carried on at several Atomic Energy Commission facilities and proving grounds.

The FBI and the CIA were aware of Soviet espionage rings operating in the United States, Canada and the United Kingdom. The main task of these rings was to provide any and all technical and scientific information on advanced technologies which would give an advantage to the Soviet Union in the event of another world war breaking out.

By 1949, military intelligence authorities had classified the "flying saucer" phenomenon as Top Secret, and the Army Counter Intelligence Corps (CIC) had passed on information that the Soviets could have developed saucer-shaped aerial weapons, capable of delivering atomic bombs or dissipating radioactive materials over NATO countries, as a stopgap measure to make up for the nonexistent nuclear weapons arsenal. In early 1947, the nonexistent nuclear arsenal in the United States was a closely guarded secret as well; and no doubt this fact set in motion the nuclear arms race, which terrified Angleton. The OSO was probably aware of Soviet knowledge of the bomb gap existing within both superpowers. Moreover, the flying saucer invasion of the United States - reports of which crossed Angleton's desk - put a scare into Angleton's psyche which is reflected in a credo he shared with other OSO staff members: "You who believe or half believe, I can say this now, that I do believe in the spirit of Christ and the life everlasting, and in this turbulent social system which struggles sometimes blindly to preserve the right to freedom and expression of spirit. In the name of Jesus Christ, I leave you."

After General Walter B. Smith was appointed Director, Central Intelligence (DCI), Angleton continued on with OSO Staff A (foreign intelligence operations) inside the CIA's clandestine division. In 1951, he was assigned the all-important Israeli desk, which he held under tight control for 20 years because it was a vital source of Soviet information in the Middle East. As more and more UFO5 sighting reports made their way to CIA headquarters, unevaluated reports were forwarded to Counterintelligence when the locations were identified as coming from Soviet Bloc countries. During this period, Angleton established good links with FBI contacts who were equally concerned with protecting vital atomic research facilities, and no doubt he read many domestic reports as they came across his desk in the "L" Building across from the Lincoln Memorial.

When Smith was coaxed away from his power base as DCI, Allen Dulles - Angleton's friend from OSS days - became the new Director. In late 1954, he promoted Angleton to the position of Deputy Director and Chief of Counterintelligence, with direct access to Dulles and all foreign UFO intelligence from the Intelligence Advisory Committee (IAC) which had been established to look into national security implications involving the UFO phenomenon.6 In order to cement Angleton's counterintelligence charter, Dulles commissioned General James H. Doolittle to conduct an outside survey of CIA counterintelligence operations.

Doolittle concluded that the CIA was losing ground to the KGB, and recommended that more stringent and ruthless measures be taken against Soviet penetration. Dulles endorsed the Doolittle Report by ordering a more powerful tool to stop and interdict the moles within the CIA, and he personally chose Angleton to head the CI Staff. Perhaps this is why foreign and domestic UFO sighting reports diminished in number shortly afterwards.

During Dulles's tenure as DCI from 1953 to 1961 (the longest in CIA history), Angleton enjoyed a privileged position not shared by other directors. This was despite the fact that Angleton reported to the Deputy Director of Operations (DDO), and on many occasions bugged the phones and residences of various high-ranking US Government officials and foreign dignitaries with Dulles's approval and over the objection of the DDO. If the situation called for it, Angleton could go around proper channels to acquire personal data on anyone within the CIA and other agencies, which was clearly outside the CIA charter and violated FBI jurisdiction.

As the new head of CI, Angleton had to organise a staff, write the rules and oversee all clandestine operations aimed at the Soviet Intelligence Service military and security organs, the GRU and KGB.7 The CI Staff was primarily tasked with preventing penetrations at home and abroad and protecting CIA operations through careful research and analysis of all incoming intelligence reports. By keeping the most vital and sensitive files to himself, Angleton became a storehouse of secrets, which helped him consolidate his power base. Officially, Angleton was allowed access to everyone's personnel, operational and communications files within the CIA, and he reviewed all proposed and active operations and approved the recruitment of agent assets. This did not engender trust or cooperation, but Angleton did not concern himself or his staff with such intrusions. One of Angleton's former Chief of Operations, "Scotty" Miller, described the environment in which CI Staff operated as that of a "watchdog" snooping around, sniffing out Soviet deception and manipulation.

ANGLETON AND THE MJ-12 DIRECTIVE

E.T.

Among the controversial documents leaked to the public in the last 20 years regarding state secrets and the UFO phenomenon, are the CIA's unacknowledged Majestic Twelve/MJ-12 files which disclose the most guarded of all classified subjects: extraterrestrial life-forms and their technologies.8

In order to secure this knowledge and prevent foreign countries from learning this vital secret and getting an edge on the United States, President Harry S. Truman signed a directive that basically said that no one (including a chief executive) was to be in possession of or disclose the finding without a "need to know" clearance which was above Top Secret.9

PRES.

The directive was secretly implemented without the knowledge or consent of Congress and was concealed by the wording of the National Security Act of 1947, which prohibits the disclosure of classified matters without presidential approval and prior agreement by the Department of Defense and the Central Intelligence Agency, as amended in later versions of the National Security Act.

Knowledge of the finding was limited to only a select few within the government's intelligence and scientific communities. As long as the secret remained unresolved, there would be no official acknowledgement. The only official study program, Project *Blue Book*, was taken over by the CIA in 1953 as a public experiment and used as a debunking tool to discount the extraterrestrial reality, and possibly to quash any attempts by the KGB and GRU to glean any technological or defence secrets from the study.

BLUE BOOK & CIA 1953

Like the Manhattan Project group, Majestic Twelve or MJ-12 (as used in some leaked documents) was a joint government/military/private-sector undertaking that encompassed every facet of national security functions. The CIA was the premier intelligence agency tasked with maintaining the first line of defence of the United States during the 55-year Cold War between the capitalist West and the communist East. When Angleton assumed his throne as Chief of Counterintelligence, no doubt Truman's directive was a most inviting instrument, allowing him to carry on his mole-hunting career within the CIA against the KGB and GRU.

Majestic Twelve enjoyed greater protection than did the hydrogen bomb program of the early 1950s. With that, the Soviets were driven to penetrate not only the secrets of the H-bomb program itself, but the ultimate prize that lay scattered throughout the US Government's maximum security research facilities located in the southwestern and eastern United States.

The shocking truth of the Soviet atomic weapons espionage program, *Enormous*, dealt a tremendous blow to US and British security when it was learned that British diplomats operating within the US State Department, as well as US Army technicians at Los Alamos National Laboratories, had not only supplied blueprints and materials for the atomic bomb to their KGB handlers in New York, but had stolen the proposed plans for the hydrogen bomb as well. Security officials were left guessing as at what else the Soviet spies had stolen from under their noses.10

As far as we know, there was no successful penetration by KGB or GRU agents into the CIA's UFO program - in large part,

NOV. 28

AUSTRALIA

11-28-7

NO COVER FORM

(E)

JOKE

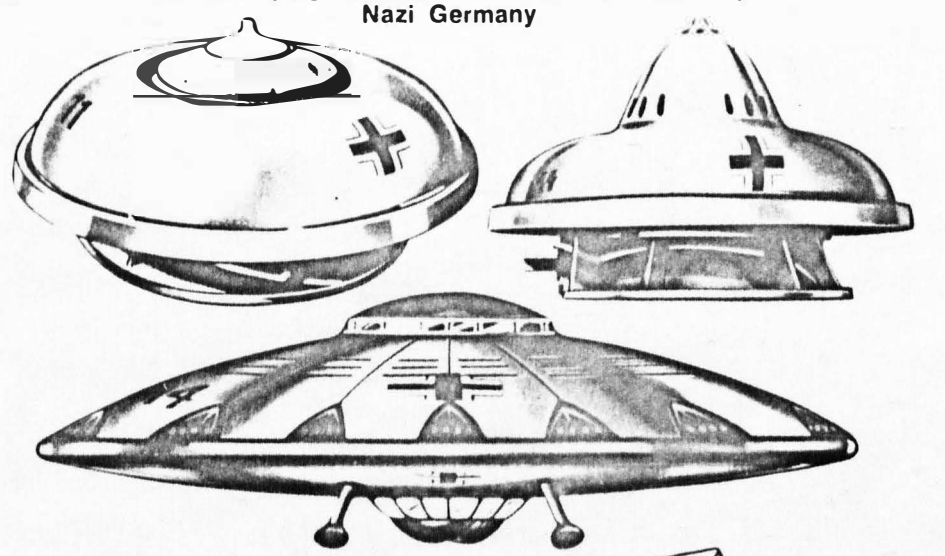
"ADVERTISER"

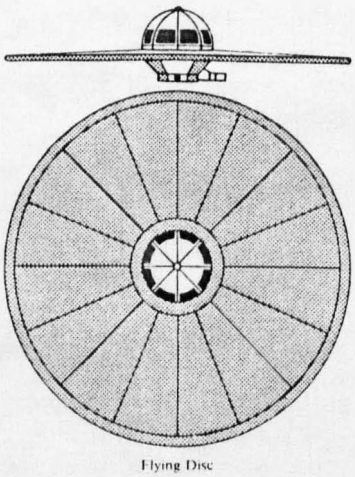
Adelaide, S.A.

★ ★ ★

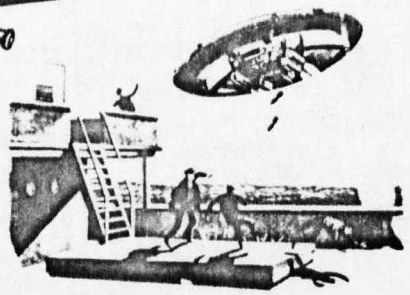
Latest UFO report comes from Mr. A. T. Jones MHR. Returning from Canberra with other Parliamentarians on Thursday night after an exhausting sitting, he observed a red light and a white light travelling parallel with the aircraft on the port side. Passengers and crew studied the phenomenon with interest. "They did not tell me until we got to Adelaide that it was the navigation lights on the wing," Andrew said yesterday. "Everyone was in the joke."

German Flying Discs, tested and used in combat by Nazi Germany

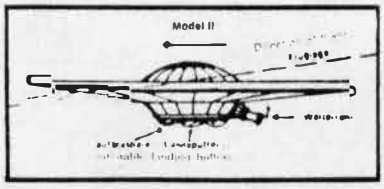




Flying Disc



FLYING SAUCER: Not a science fiction dream, these airborne platforms could hover in the sky, reach altitude of 40,000 feet in seconds.



3

Ref. "165 Little Known UFO Sightings from Around the World" by Christof Friedrich Samisdat Publ. Ltd, Canada

dei Soci

onale che si
a anche la
co Nazionale;
el Giorno:

vo;

ni, V.Presi=
G. Neri, Con=

si e Ambrosi

ale con 42 vo=

Il Popolo";

one ai
ri Esteri);
"Regina Elena".

ivo ringraziamen=

l GALARDO, dal=
e, che vengono
nel C.S.
to" dei Soci
ni.
formato e stampa,
"Quaderni UFO"
ad ogni Socio.

nella quale si
cativo e il re=
ta' dell'Assem=
previsti quanto
finanziaria in
ipazione degli

dei componenti
prova la propo=
contrario.

(i temi del Convegno di Roma - 21.22/2/81) 2parte

I "foo fighters"

Una premessa indispensabile allo studio del fenomeno ufologico, o meglio, allo studio degli aspetti attuali del fenomeno, è costituita dall'analisi, ricca di interessanti parallelismi con la vicenda degli UFO presa globalmente, di quei misteriosi oggetti definiti di volta in volta: "bolidi Kraut", "cacciatori fantasma", o "foo-fighters".

Tale analisi parte da osservazioni effettuate sia nello scenario bellico europeo che in quello dell'estremo oriente, e sia da parte alleata che da parte di elementi delle forze dell'Asse, fin dal I942.

Queste osservazioni, anche se vengono a porsi in un periodo notevolmente anteriore a quello, iniziatosi nel '47, dell'ufologia "classica", presentano indubbiamente aspetti comuni con tutta la abbondante casistica ufologica che si sarebbe poi venuta sviluppando nel periodo post-bellico.

In questa prospettiva va inquadrato soprattutto un aspetto del problema dei foo: e cioè che, al pari dei classici dischi volanti, i foo si prestano ad essere interpretati sia secondo un'ipotesi, che secondo un'altra, magari esattamente opposta alla prima, facendo così intravvedere tutto un complesso di elementi, di testimonianze, di commenti, di deduzioni, di coincidenze, di voci, tali da ostacolare qualunque tentetivo di giungere ad un'interpretazione univoca del fenomeno.

Forse in quest'ultimo trentennio si sarebbe dovuto indagare anche in settori con i quali, a prima vista, l'ufologia sembrerebbe avere scarsi punti di contatto. Forse alcuni dei casi più clamorosi e di difficile interpretazione alla luce della nostra logica, sono solo il risultato di una sapiente e non disinteressata elaborazione, avente lo scopo di creare confusione nella ricerca, e di indurre nell'opinione pubblica e tra gli scienziati, una sorta di "rigetto" del problema UFO.

(Ref. on last page)

E allora, dove trovare la verità?

Indubbiamente ci troviamo di fronte ad un mare di episodi incredibili, rispetto ai quali le nostre conoscenze sembrano perdere ogni valore. E, parimenti, sembra perdere parte della sua validità il tipo di rapporto, mediato da interazioni sensoriali e sperimentali, comunque fisico-chimiche, che noi siamo venuti instaurando con la realtà che ci circonda.

In tale contesto, l'esame degli elementi di cui disponiamo diviene oltremodo arduo. Si sarebbe tentati di dire che certe cose sono impossibili, ma non è affatto certo se ed in che misura la nostra logica possa essere applicata a certi avvenimenti.

D'altra parte, l'abbandono del nostro modo di pensare e di ricercare, potrebbe, alla lunga, portarci completamente fuori strada.

Forse la strada giusta consiste nel vagliare i dati di cui si dispone, cercando, attraverso un'accurata analisi dei fatti, di trovare un filo conduttore che consenta di avallare alcuni elementi a scapito di altri, quando i primi offrano, per ciò che contengono, maggiori probabilità di mostrarsi utili alla interpretazione del fenomeno.

Tutto ciò naturalmente non basta, e, per trovare una conferma alle difficoltà insite nello sviluppo di un tale discorso, potremmo rifarci ad un brano di Pauwels e Bergier. "Il fatto è che Freud ed Einstein hanno compiuto, in partenza, un colossale sforzo di fantasia. Hanno pensato una realtà interamente diversa dai dati razionali ammessi. Partendo da quella proiezione fantastica, hanno stabilito un insieme di fatti che la esperienza ha poi potuto confermare." Inoltre, afferma Oppenheimer: "Nel campo della scienza, impariamo quanto è vasta la stranezza del mondo".

episodi in=
mbrano per=
e della sua
sensoriali
amo venuti

sponiamo di=
he certe co=
che misura
nimenti.
are e di ri=
fuori stra=

i di cui si
i fatti, di
alcuni ele=
r ciò che
alla inter=

na conferma
corso, po=
."Il fatto
un colos=
nteramente
lla proie=
i che la
erma Oppe=
è vasta la

Tutto ciò porta alla conclusione che, per quanto riguarda sia i foo, che gli UFO classici, potremmo forse trovarci di fronte ad una logica che sfugge al nostro modo, sempre uguale, di interpretare la realtà che ci circonda.

Oppure, più semplicemente, certi dati, inquadrabili molto bene, di per se stessi, in un contesto razionale, potrebbero essere stati manipolati per occultare una soluzione del problema che, per quanto incredibile, appare collegata alla Terra, senza dover necessariamente abbinare al fenomeno nulla di alieno o di trascendentale.

Dopo questa necessaria premessa, passiamo ora ad un'esposizione di questi dati, cercando di reperire in essi quelle "costanti" a cui abbiamo pocanzi accennato:

= = = = = = = = = = =

(Ezio Bernardini, via del Gianicolo 14 Roma - (TF. 06-6568172)

e quì chiediamo scusa .....all'Amico EZIO BERNARDINI se non diamo seguito alla pubblicazione integrale delle 47 cartelle del suo pregevole lavoro sui " FOO FIGHTERS "perche', se lo facessimo, non basterebbe il presente nº 2 di Quaderni UFO.

Per dare una possibilita' a coloro che fossero interessati a questo accurato lavoro del socio Bernardini, la Redazione propone di dedicarvi un numero speciale dei " Quaderni " molto presto, con la indispensabile collaborazione finanziaria; cioe'degli abbonamenti, degli Amici che intenderanno avvalersi del cospiquo materiale casistico in esso contenuto.

Si ricorda che per fare stampare un minimo di 200 copie dello stesso formato della presente pubblicazione, occorrono circa 150 mila lire (comprese le spese postali).
Nell'eventualita' di un mancato reperimento di detta somma per mezzo degli abbonamenti, La Redazione si incaricherà' di fotocopiare il lavoro completo (50 cartelle), per la modica spesa di 3.000,= lire (comprese le spese postali).

Il contributo PRO-ABBONAMENTO viene fissato in lire 3.000,= ogni copia completa, in modo da rendere libera la Redazione di potere realizzare alternativamente le due soluzioni proposte.

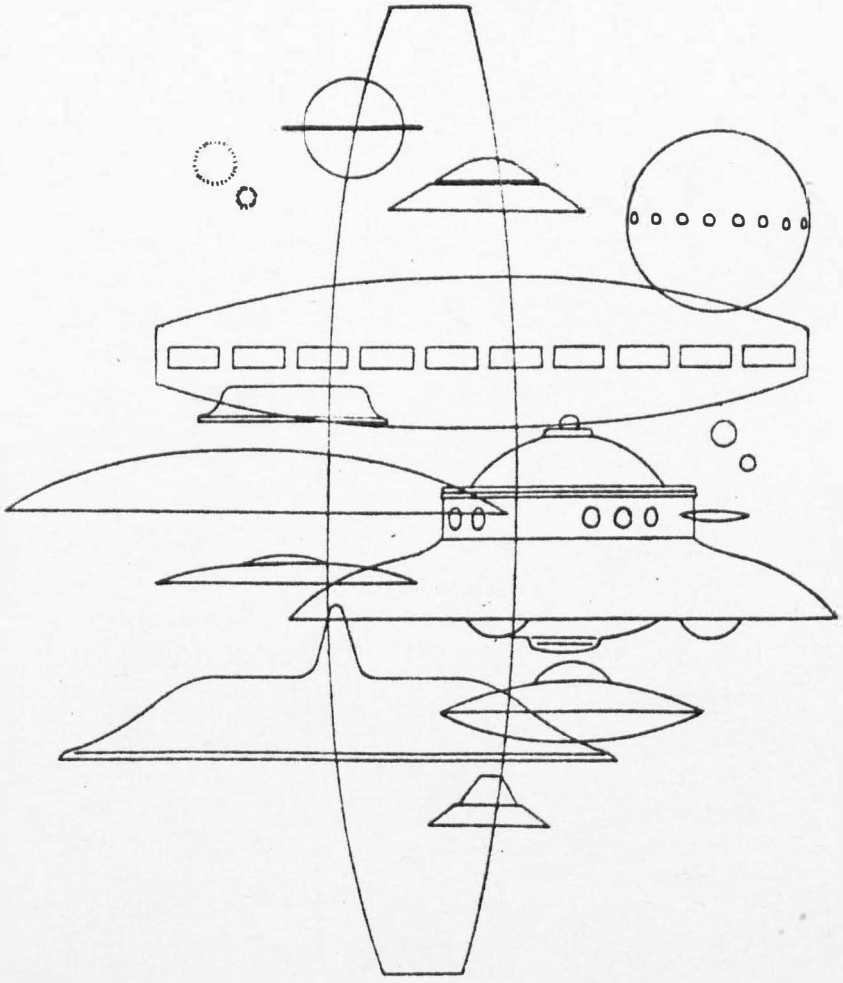
(Spedite a: Gianfranco Neri, Casella Postale 823 - 40100 Bologna)

SI INVITANO TUTTI GLI AMICI DEL CENTRO A COLLABORARE ALLA REALIZZAZIONE DEL NUMERO SPECIALE DI " FOO FIGHTERS " DI EZIO BERNARDINI, DELLA SEDE DI ROMA.

QUADERNI UFO

N° 2

ORGANO INFORMATIVO INTERNO DEL centro ufologico nazionale
SUPPLEMENTO BIMESTRALE A *NOTIZIARIO UFO* - ANNO I N.2 - MAGGIO-GIUGNO 1981



UFO SIGHTING SUMMARY FORM - AIRCRAFT - Case No.: _____

(B) Primary Witness: Roman Sobinski (P) CP, _____ DATE: 3-25-1942

(A) Second Witness: _____ P, CP, Tail Gunner TIME: midnight

(C) Third Witness: _____ P, CP, _____ No. _____ witnesses

(D) Fourth Witness: _____ P, CP, _____ ALTITUDE: (ft) 15 K

(E) Other Witnesses & circumstances: Ltr. from Bliss O.M. Beator to F.S.R. WEATHER: _____

IFR VFR

References: (1) FSR, Pg 11-15, 19, G. Creighton sec WWII 1944-45 file for copy. Comm'l. Private Military

U. S. A. Foreign

Additional References:

Aircraft/Flight Details

Spatial: [Lat. ° ' " N S] [Long. ° ' " E W]

1. Flight origin: England
   destination: Germany Essen & Return
1.1 Sighting location (initial): followed his A/c over Zuider Zee, Holland
2. A/C (original) bearing: to England
2.1 Chg? yes no unsure To: _____
3. A/C altitude (initial): 15 K
3.1 Chg? yes no unsure How? _____
4. A/C attitude: _____
5. Other A/C involved? yes no unsure
5.1 Details: _____

Temporal:

7. IAS: _____ mph kts
9. TAS: _____ mph kts
10. GMT: / _____ hours
11. Local Time: midnight zone _____

RAF Polish Av

Type of Aircraft:

17. Jet Prop. Rocket Other: _____
18. Comm'l. Airline: _____
18.1 Flt. No.: _____
18.2 A/C Type: _____
19. Window UFO seen through by (A): _____
_____ (B & others) _____
19.1 Visibility of windows: _____
20. Radar contact? yes no unsure
20.1 Details: _____

Eye Witness Details

24. Age: (A) _____ (B) _____ (C) _____ (D) _____
25. Flt. Hrs. (A) _____ (B) _____ (C) _____
27. Prev. UFO exper.? (A) _____ (B) _____
(C) _____ (D) _____
28. Was formal report filed on sighting? yes no
28.1 If no why not? _____
28.2 Submitted to whom? _____
28.3 Details: _____
_____ Misc. facts (cont.): _____

UFO Characteristics

Spatial/Temporal:

32. Bearing of travel (magnetic): _____
32.1 Changes: _____
33. Velocity 180 (mph) kts
33.1 How determined? est
33.2 Accel. details: _____
34. Apparent angular size: _____
34.1 How determined? _____
12. Sighting Duration: ~ 5 (min)
35. Luminosity: glowing orange
36. Shape: Round disc or sphere
37. Details/Markings: _____
38. Sketch made? yes no Location: _____
38.1 Photo(s) available? yes no Loc. _____
39. Number of UFOs: one
40. Atmospheric traces? _____
41. UFO: passive (friendly) hostile other: _____
41.1 Details: 100-200 yds distance
42. UFO disappearance facts: 1000 mph est
43. UFO altitude: ~ 15 K
_____ Other misc. facts: A/c fired on it - bullets "appeared to enter object"
45. E-M effects? _____

Case Analysis Results

Analysis by: _____
Date/Conclusions: _____

☐ Ck. here if opposite side of this sheet is used.

Copyright 1980 by Richard F. Haines
Revision: December 1, 1980

"UFO Sighting From an Aircraft"- Report Form

Case No.: _____

Date: 6-25-42

Time: NIGHT

N = 3 observ.

(A) Primary witness: ROMAN SABINSKI (FLT. LT.) crew: (P), CP, _____

(B) Second witness: _____ crew: P, CP, (Rear gunner)

(C) Third witness: _____ crew: (Nose gunner)

(D) Other witnesses & circumstances: UFO approached low rear of A/C

Reference: (1) (taped interview Δ) See prev. report by UFOs ANONYMOUS

Altitude (ft) _____

Weather: (moon) visible

IFR, VFR

Comm'l, Private, (Military)

USA, (Foreign)

Date: _____ Signature _____

Witness consent: "I hereby permit my name to be publically associated with the data I have given on this form:

Flight Details: (Spatial) Lat. [51° 20' __" (N) S] Long. [4° 00' __" (E) W]

1. Location (flt. path): Origin: River, Germany Dest. England -
1.1 Sighting (initial) location: over Zuider Sea - Holland (after bomb raid)
2. Did A/C change flt. bearing due to sighting? yes, no (if yes, cont. 2.1)
2.1 Orig. bearing: _____ deg. Changed to: _____ deg. Chg to: _____ deg.
3. Altitude at time of sighting: _____ K ft. (Type: Abs., Ind., Press. True)
3.1 Alt. Chg. due to sighting? yes, no (if yes, cont. 3.2)
3.2 A/C ascend, descend
3.3 Rate of 3.2: _____ ft/sec accurate, approx. (FOO FIGHTER)
4. A/C Attitude: _____
5. Other A/C involv. (yes), no (details in 5.1)
5.1 A/C behind also sighted UFO & had same experience - Capt. didn't report it

Flight Details: (Temporal)

7. IAS: _____ mph, knots
8. Accel: yes, no (if yes, cont. 8.1)
8.1 accel: _____ ft/sec accurate, approx.
9. TAS: _____ mph, kts.
10. GMT: _____ hrs.
11. Local Time: _____ (zone: _____)
12. UFO Sighting duration: 2 + (min)

(4 machine guns in rear turret)

Tracer bullets used - entered UFO didn't come out - 200 yds

Flight Details: (Aircraft)

17. Jet, (prop) rocket
18. Commercial: Airline: N/A RAAF Squadron 301 Polish Division
18.1 Flt. No.: _____
18.2 A/C Model: Wellington
18.3
19. Window through which UFO first obs.: (A)
19.1 Est. visibility of 19: _____
19.2 Other windows used: ( )
19.3 cont. 19.2 ( )
20. Radar contact: yes, (no) (if yes, cont. 20.1)
20.1 Details: _____

Observer Details:

24. Age: (A): _____ (B): _____ (C): _____
25. Flt. Hrs. (A): _____ (B): _____ (C): _____
26. Med. Certif. (A): _____ (B): _____ (C): _____
27. Prev. UFO exper. (A): _____ (B): _____ (C): _____
28. Was formal rept. filed on sighting? yes, no
28.1 (If no, why not?): _____
28.2 Rept. Submitted to whom? _____
28.3 Any known follow up: _____

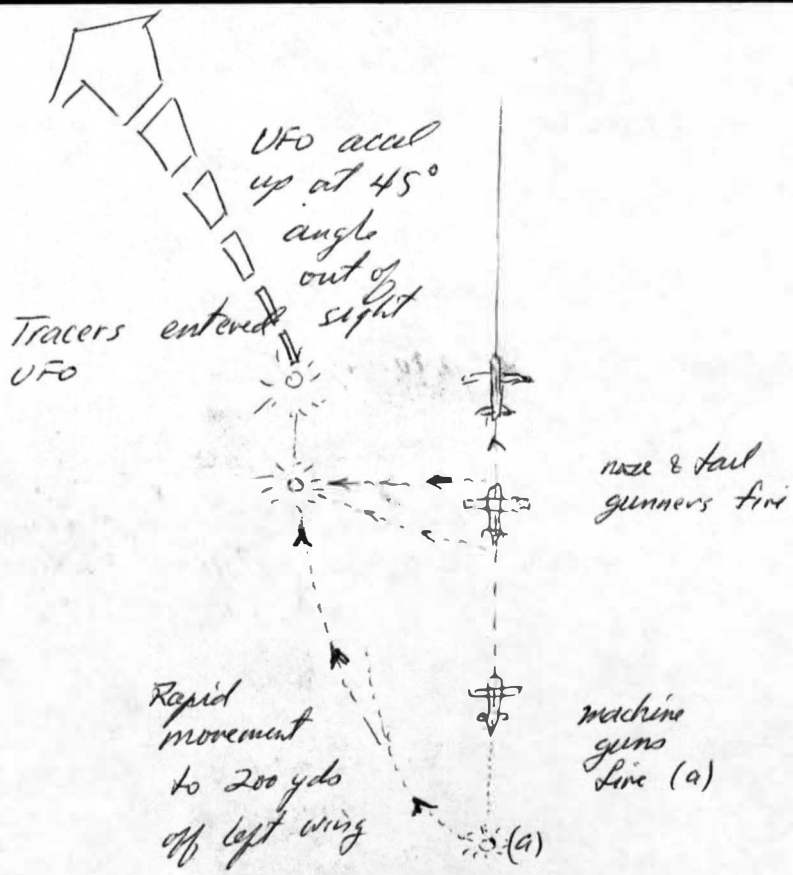
[Draw sketch on opposite side]

UFO Characteristics (Only (A)

32. Mag. bearing: _____ deg.
33. Vel. _____ mph, kts
33.1 vel. (how det.): _____
33.2 accel: _____
34. Ang. size: Just larger than
34.1 (34. how det) moon's diameter
35. Luminosity: shiny object white light.
36. Shape _____
37. Structural Details: _____
38. Sketch made? yes, no
38.1 Photos ( ) obtained
38.2 (38.1 details) _____
39. No. UFOs: 1
40. Atmosph. traces: _____
41. UFO: friendly, hostile, non
41.1 (41 details) _____
42. UFO disappearance details Climbed at 45° & into stars.
43. Altitude: _____
44. Misc. Moved very fast to port wing at 200 yds maintained position (By TAPE)

L-9-2-75 dh

(—) See over for further in


UFO accel up at 45° angle out of sight
Tracers entered UFO
nose & tail gunners fire
Rapid movement to 200 yds off left wing
machine guns fire (a)
(a)

Rec'd 9/17/86

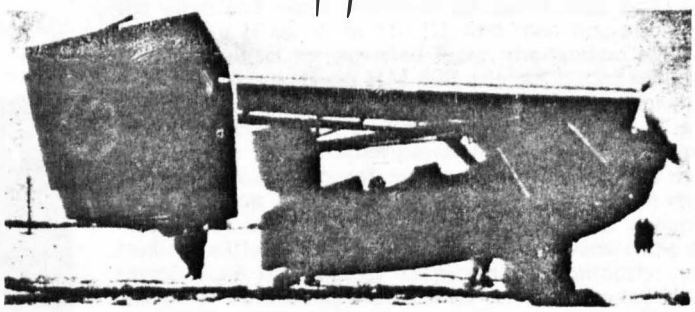
The Warplanes of the Third Reich, William Green, Doubleday: NYC, 1979

GOTHA GO 147

pp 247-251

In the mid 'thirties, the Gothaer Waggonfabrik began to investigate the possibilities of tailless aircraft to the designs of a Dr. Kupper and of generally similar concept to the Pterodactyl series pioneered in Britain by Prof. G. T. R. Hill. The principal aim of the programme was to evolve a two-seat fighter with an exceptional field of fire for a gunner mounted in the tail of the fuselage nacelle. To examine the problems of stability and control at low speeds, the Gothaer Waggonfabrik began construction in 1935 of a small tailless monoplane, the **Go 147a**, powered by a 140 h.p. Siemens Sh 14A radial air-cooled engine. Tested in 1936, the Go 147a had a wing of semi-gull form, the outboard panels of which were swept at an angle of 38 degrees on the leading edges and carried endplate fins and rudders. The fuselage, which had an overall length of 20 ft. 7¼ in., accommodated two crew members in tandem aft of the wing centre section.

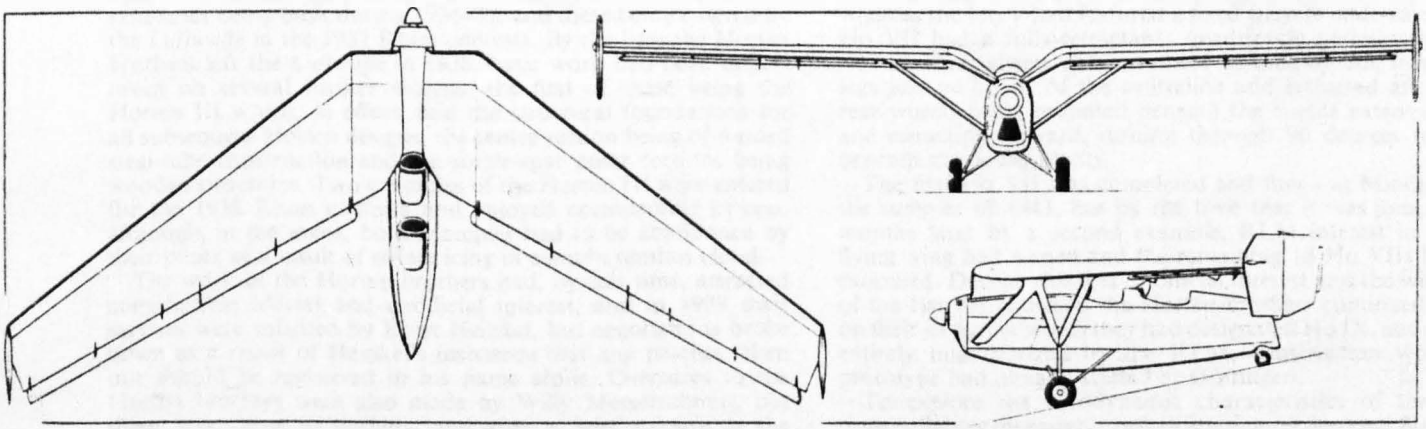
Although a number of stability problems were encountered during the testing of the Go 147a, it was believed that the basic concept possessed sufficient promise to warrant the construction of a second protytype, the **Go 147b**, which was considered both as an aerodynamic test-bed for a projected twin-engined fighter with fore and aft power plants, and as a potential short-range air observation post and gunnery trainer. The Go 147b embodied considerable redesign, and was powered by a 240 h.p. Argus As 10 air-cooled inline engine. The wing was a wooden two-spar structure braced to the welded steel-tube fuselage by aerofoil-section splayed N-struts, almost the entire trailing edge being occupied by slotted 'flaperons', and the undercarriage was fixed. It was proposed that for air observation post or gunnery training tasks armament would comprise a single fixed forward-firing 7.9-mm. MG 17 machine gun and an MG 15 of similar calibre on flexible mounting in the rear cockpit. Trials with the Go 147b (D-IQVI) were protracted but flight characteristics left much to be desired and, as the RLM favoured more conventional designs, further development was abandoned in 1938.



(Above and drawing) The Go 147b considered primarily as a short-range air observation post or gunnery trainer.

Go 147b Specification

Type: *Two-seat Light Air Observation Post.* **Power Plant:** *One Argus As 10 eight-cylinder air-cooled inverted-vee engine rated at 240 h.p. for take-off.* **Armament:** *(Proposed) One fixed forward-firing 7.9-mm. MG 17 machine gun and one 7.9-mm. MG 15 machine gun on flexible mounting in rear cockpit.* **Performance:** *Maximum speed,* 137 *m.p.h. at sea level; maximum continuous cruising speed,* 121 *m.p.h. at* 6,560 *ft.; climb to* 3,280 *ft.,* 4.8 *min.; service ceiling,* 18,045 *ft.* **Weights:** *Empty,* 2,083 *lb.; loaded,* 2,524 *lb.* **Dimensions:** *Span,* 40 *ft.* 1½ *in.; length,* 19 *ft.* 2½ *in.; height,* 9 *ft.* 6 *in.; wing area,* 208.819 *sq. ft.*

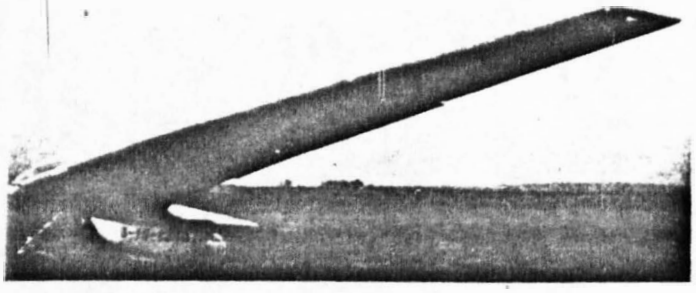


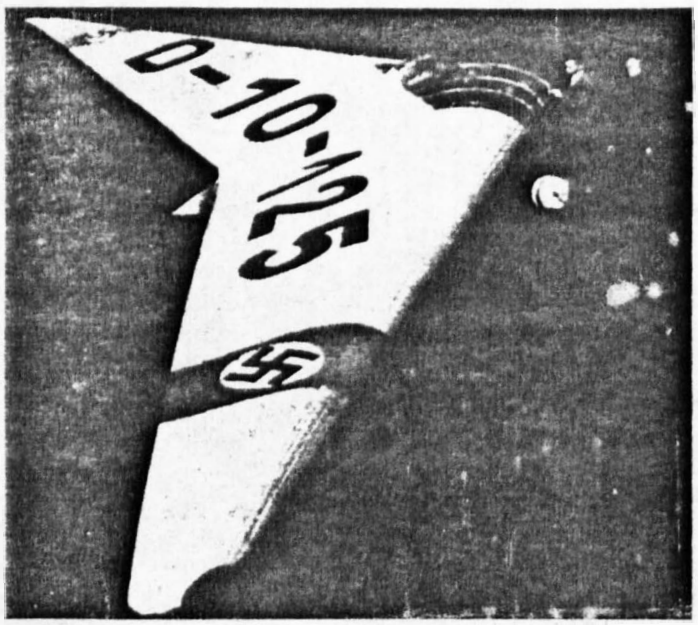
GOTHA GO 229

Among the most unorthodox and advanced combat aircraft actually built during W.W.II was the Go 229, the first turbojet-driven warplane of *pure* flying wing configuration. Representing the end product of more than a decade of design development by Reimar and Walter Horten in which the primary aim was the elimination of every source of parasitic drag, the Go 229 embodied no fuselage as such, the chord of the wing centre section being increased sufficiently to enable pilot and power plants to be housed within the wing itself without drastic increase of thickness/chord ratio, and all vertical surfaces were suppressed in favour of spoilers.

The Gothaer Waggonfabrik's part in the development of this rather exotic warplane was, in fact, limited to its redesign for series production, the basic design of the Go 229 having been initiated by the Horten brothers, without official sanction, two years before the Gotha-based concern became involved in the programme. In 1942, *Major* Walter Horten and his brother, *Oberleutnant* Reimar Horten [illegible] could be utilized by an organization known as *Sonderkommando* (Special Detachment) 9 formed under the aegis of the *Luftwaffe* solely for the development of flying wing aircraft of Horten concept.

The Horten brothers' conviction that the pure flying wing offered the most efficient low-drag airframe antedated this event by many years, the Horten I sailplane of this concept having flown in 1931, when Walter Horten was a mere 16 years of age. The Horten I was a fabric-covered wooden sailplane with elevons for lateral and longitudinal control and drag rudders near the wingtips for directional control. Experience gained with this aircraft was embodied in 1934 in the Horten II sailplane in which the wing aspect ratio was increased, the unswept trailing edges gave place to swept trailing edges, and the control surfaces were so linked that those inboard were employed primarily for longitudinal control while those outboard were used principally for lateral control. During the course of 1935, the Horten II was





(Above) The Ho IV and (below) the Ho IIIB, the sailplanes which laid the foundations for all subsequent Horten designs.

Both brothers entered the *Luftwaffe* in 1936 and were encouraged to continue their design activities, three more Horten II sailplanes being built during 1936–37, and these being entered by the *Luftwaffe* in the 1937 Rhön contests. By the time the Horten brothers left the *Luftwaffe* in 1938, basic work had been undertaken on several further designs, the first of these being the Horten III which, in effect, laid the structural foundations for all subsequent Horten designs, the centre section being of welded steel-tube construction and the single-spar outer sections being wooden structures. Two examples of the Horten III were entered for the 1938 Rhön contests and enjoyed considerable success, although, in the event, both examples had to be abandoned by their pilots as a result of severe icing in cumulo nimbus cloud.

The work of the Horten brothers had, by this time, attracted considerable official and unofficial interest, and in 1939 their services were solicited by Ernst Heinkel, but negotiations broke down as a result of Heinkel's insistence that any patents taken out should be registered in his name alone. Overtures to the Horten brothers were also made by Willy Messerschmitt, but these, too, came to nothing, and after a brief sojourn at the Technical University in Bonn, they once again found themselves in the *Luftwaffe*. However, Walter Horten's political affiliations coupled with the brothers' friendship with Ernst Udet—Reimar Horten had, in fact, married Udet's secretary—enabled them to continue their design activities with the sanction of the service. These expanded with RLM financial sponsorship and the formation of *Sonderkommando* 9 in a transport repair depot formerly belonging to the *Strassenmeisterei* in Göttingen. The new organization could also make use of the Peschke furniture factory at Minden for constructional purposes.

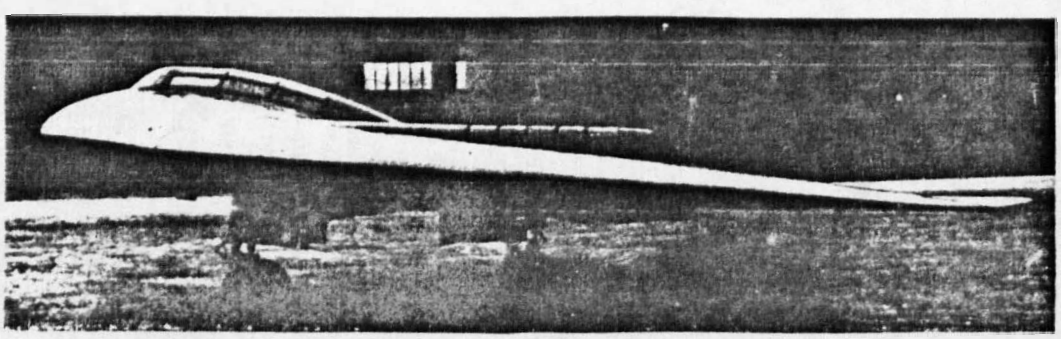
By this time, the Horten brothers had designed and built the Ho IV sailplane in which the pilot lay prone almost entirely within the wing, and which possessed an aspect ratio of 21.66 as compared with 10.66 of the Ho III, and their first aircraft intended from the outset for powered flight, the tandem two-seat Ho V with two 80 h.p. Hirth HM 60R engines buried within the wing and driving pusher airscrews by means of extension shafts. They had also been quick to grasp the potentialities of a marriage between the new turbojet power plant and an airframe of their pure flying wing concept, although they were aware that, despite their excellent relationship with the RLM and the encouraging results obtained by their aircraft under test, a hard core of traditionalists within the *Technischen Amt* viewed the unconventional with the utmost suspicion. Fortuitously, intelligence reports of work along similar lines being conducted in the U.S.A. by the Northrop Corporation had generated sufficient interest within the RLM to result in the financial support that had enabled the formation of *Sonderkommando* 9, and owing to the peculiar status enjoyed by this organization, its work did not come within the immediate orbit of the *Technischen Amt*.

Before the first studies for a potential jet fighter of pure flying wing configuration had crystallized on the Horten brothers' drawing boards at Göttingen as a definitive design proposal, work had begun on a tandem two-seat trainer, the Ho VII, which Walter and Reimar Horten intended should verse future pilots of their projected fighter in the eccentricities of its unconventional configuration. At this juncture, however, they considered it premature to reveal their ideas for a jet fighter, and thus the Ho VII was *officially* intended as a dual-role aircraft, coupling aerodynamic research with suitability for the communications task.

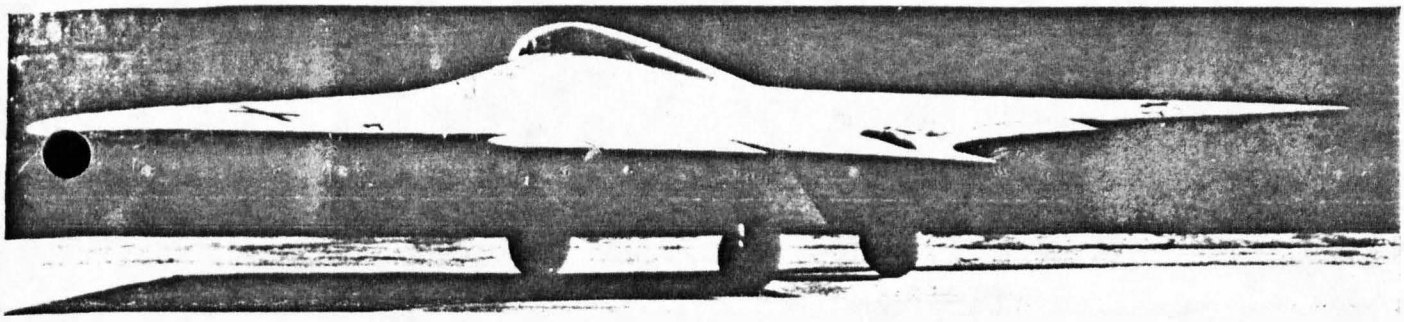
A contract was duly awarded for the construction of 20 Ho VIIs which were to be built at the Peschke factory in Minden. Based broadly on the Ho V, the Ho VII was powered by two 240 h.p Argus As 10C inverted-vee air-cooled engines, and whereas the Ho V had featured a fixed tricycle undercarriage, the Ho VII had a fully-retractable quadricycle undercarriage. The two forward wheels were mounted on side-by-side independent legs just outboard of the centreline and retracted aft, the two rear wheels being mounted beneath the engine extension shafts and retracting forward, turning through 90 degrees to lie flat beneath the power plants.

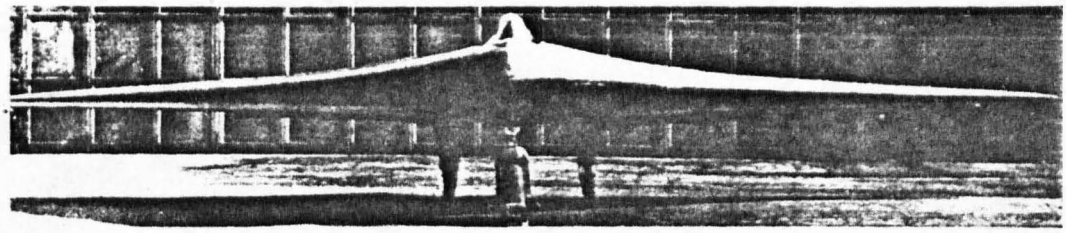
The first Ho VII was completed and flown at Minden during the summer of 1943, but by the time that it was joined several months later by a second example, RLM interest in the pure flying wing had waned and the remaining 18 Ho VIIs had been cancelled. Despite this loss of official interest and the withdrawal of the Ho VII contract, the Horten brothers continued to work on their jet fighter which they had designated Ho IX, and although entirely unauthorized by the RLM, construction work on a prototype had already started at Göttingen.

To explore the aerodynamic characteristics of the revolutionary fighter thoroughly before attempting powered flight trials,



The Ho VII tandem two-seat trainer (left) was envisaged from the outset by the Horten brothers as an aircraft suitable to verse future pilots of their projected jet fighter in the eccentricities of the unconventional flying wing configuration.





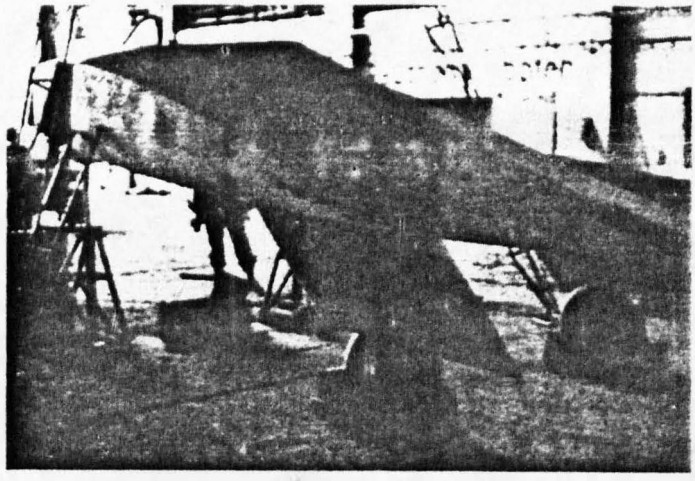
(Above and right) The Ho IX V1 was intended from the outset for testing as a glider in order to prove the handling characteristics of the configuration before powered tests commenced with the Ho IX V2.

the first prototype, the **Ho IX V1**, was intended from the outset for testing as a glider before the installation of the planned BMW 003 turbojets, and was provided with a fixed tricycle undercarriage, the legs of the aft members being enclosed by swept, aerofoil-section fairings. It was not until early 1944 that the RLM became aware of the existence of the Horten prototype which, although enjoying no official sanction, was more than half completed, and while such private enterprise would normally have earned the severest reprobation of the RLM, the Horten brothers enjoyed high regard in official circles, and, after being brought to his attention, the exotic nature of the Ho IX captured the imagination of *Reichsmarschall* Göring who gave the project his personal backing and issued instructions that powered trials should be initiated at the earliest possible date.

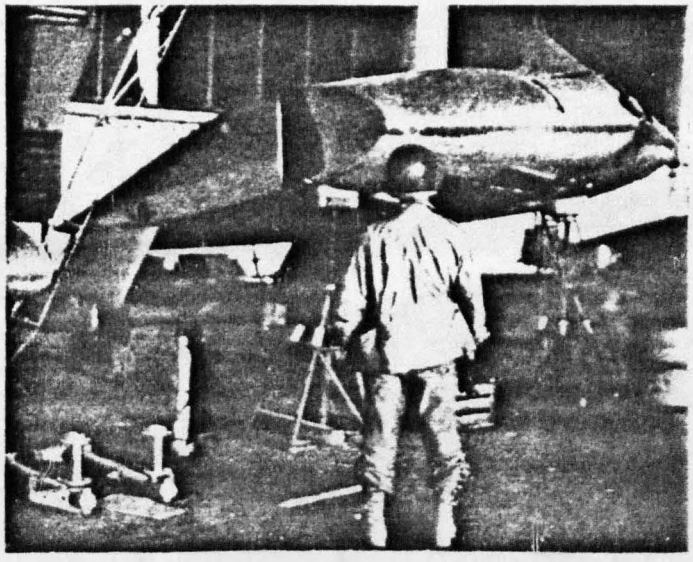
With official sponsorship considerable impetus was placed behind the Ho IX development programme, and during the spring of 1944, by which time the first prototype had performed its first successful gliding trials, work began on the construction of a second prototype. Various factors rendered the planned installation of BMW 003 turbojets in the Ho IX V1 impracticable, and as these power plants had not attained a comparable stage of reliability to that achieved by the Jumo 004, it was decided to adopt the Junkers engine for the second prototype which, structurally, differed in no important respect to the first aircraft.

The **Ho IX V2** was designed for a 7 *g* safe load factor with a safety factor of 1.8 making an ultimate load factor equivalent to 12.6. The wing section possessed a thickness/chord ratio ranging from 14 per cent at the root to 8 per cent at the tip, and the aerofoil was symmetrical at the tip and had 1.8 per cent camber at the 30 per cent chord line at the root. The centre section, accommodating the cockpit, power plants and undercarriage wells, was of conventional welded steel-tube construction with plywood skinning except in the vicinity of the exhaust orifices where the structure was suitably protected by steel sheet. Apart from metal tips the outer wing panels were entirely of wood, the leading edges being constructed of *Formholz* (moulded wood) of ¾-in. thickness, this material being wood shavings compressed with resin, and the remainder being covered by plywood to which a special coating of lacquer was applied to give a smooth finish. The structure itself comprised a single mainspar with an auxiliary spar carrying the trailing-edge control surfaces. The inboard two-thirds of each outer wing panel was occupied by self-sealing flexible fuel tanks, two forward and two aft of the main spar on each side of the centre section and having a total capacity of 660 Imp. gal.

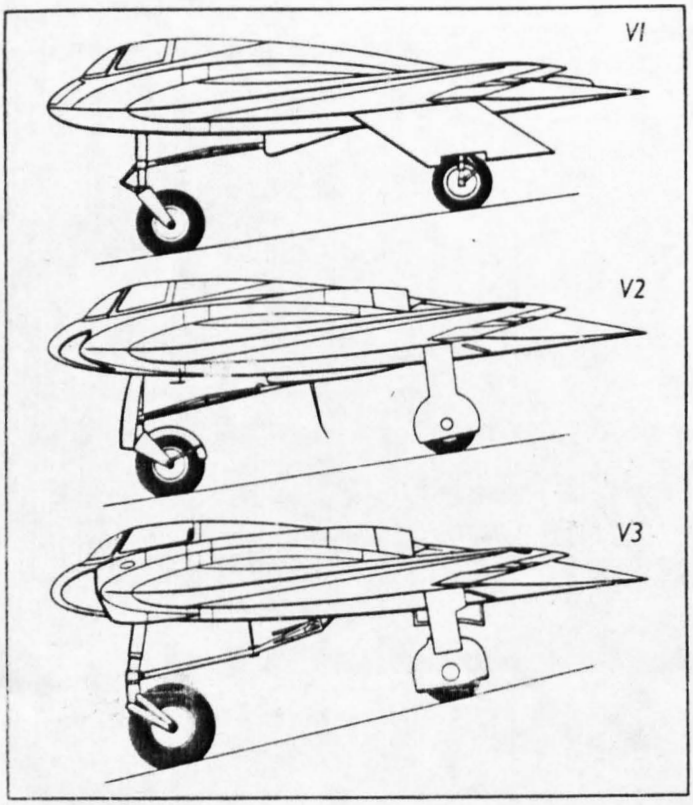
The two Jumo 004B turbojets were mounted close inboard, passing through the mainspar, their intakes effectively reducing the thickness of the root section, and the only excrescences were provided by the tailpipes of the engines which, of necessity, protruded above the wing surfaces, and the shallow canopy of the pilot's cockpit. The undercarriage was of tricycle type, the nosewheel retracting aft and the mainwheels retracting inwards. Originally it was proposed to employ a similar quadricycle undercarriage to that used by the Ho IX but this was discarded in favour of the single nosewheel arrangement, the nose member being singularly sturdy and designed to absorb 45 per cent of the total loaded weight of the aircraft. A braking chute was provided in the tail of the centre section to assist deceleration during landing. Lateral and longitudinal control was provided by elevons which, together with plain flaps, occupied the trailing edges of the outer panels. The plain flaps were used in conjunction with



(Above and below) The Ho IX V1 with outer wing panels removed as discovered by the Allies near Leipzig in 1945.



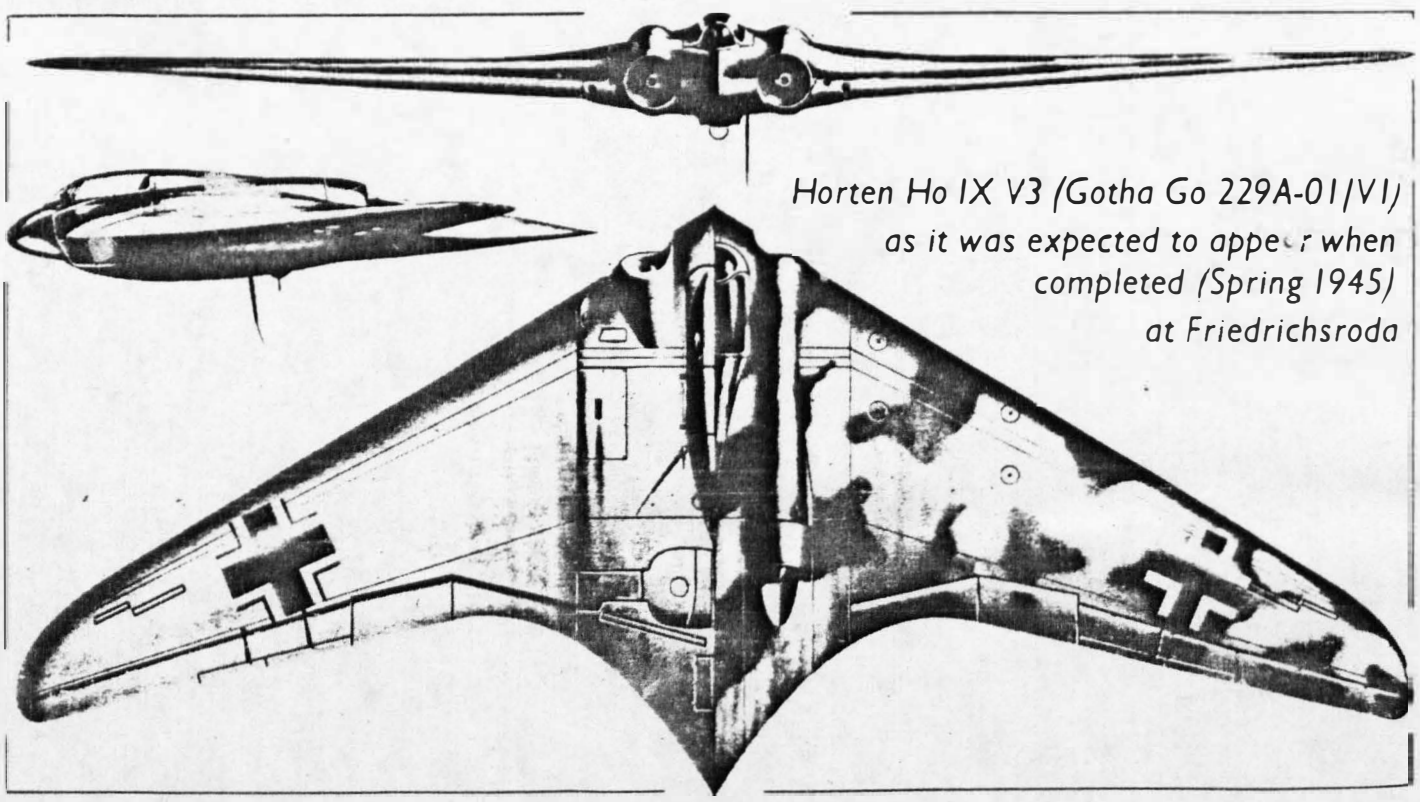
glide control spoiler flaps which extended across most of the centre section immediately aft of the mainwheel wells. Directional control was achieved by an arrangement of spoilers towards the wingtips immediately aft of the mainspar. The installation comprised a long-span (inboard) and short-span (outboard) spoiler above and below each wing outer panel. Spring links were incorporated in the control system so that the smaller spoilers were first activated followed by the larger spoilers when the former were fully deflected, thus giving smooth and progressive control at high speeds combined with adequate control at low speeds.



While the Ho IX V2 was under construction at Göttingen, flight testing of the fully-instrumented Ho IX V1 as a glider was being undertaken at Oranienberg, near Berlin, with highly favourable results, but trials terminated abruptly when the test pilot omitted to retract a pole carrying an incidence-measuring vane, attempting to land with the pole still in the extended position. However, sufficient had been learned of the characteristics of the aircraft to warrant preparations for series production, and at this stage discussions began with the Gothaer Waggonfabrik for the productionization of the basic design. The further development of the Ho IX was now taken out of the hands of the Horten brothers and transferred to the design bureau of the Gothaer Waggonfabrik, the RLM designation Go 229 being assigned to the fighter, and, during the early summer of 1944, a contract was awarded for a further seven prototypes and 20 pre-production examples.

The Gotha team introduced relatively minor changes in the basic structure of the fighter but redesigned the cockpit, providing the pilot with a simple type of ejector seat, substantially enlarging the turbojet housings, revising the air intake geometry and introducing a bleed system to carry cold air from the wing undersurfaces to cool the turbine outer casing, and drastically modifying the undercarriage to cater for the higher gross weights envisaged for the production version, simultaneously increasing the angle of attack for take-off. Provision was made for the installation of four 30-mm. MK 103 or MK 108 cannon immediately outboard of the engines, and hard points provided beneath the centre section for two 2,205-lb. bombs or two 275 Imp. gal. auxiliary fuel tanks. A two-seat all-weather version, the **Go 229B**, was also designed, this being intended to mount FuG 244 *Bremen* centimetric radar in an extended fuselage nose, and the second and third Gothaer Waggonfabrik-built *Versuchs* aircraft, the **Go 229 V4** and **V5**, were intended to serve as prototypes for this model.

While prototype construction got under way at the Gothaer Waggonfabrik's Friedrichsroda facility, work continued at Göttingen on the Ho IX V2 which was finally completed in January 1945 and transported to Oranienberg for flight testing. For the initial flight trials the nosewheel was locked in the extended position, and at normal loaded weight with 10 degrees of flap, take-off speed proved to be of the order of 95 m.p.h., and take-off run barely more than 500 yards. Speeds up to 186 m.p.h. were attained in level flight with the nosewheel extended, and handling characteristics exceeded the most sanguine expectations.



Horten Ho IX V3 (Gotha Go 229A-01/V1) as it was expected to appear when completed (Spring 1945) at Friedrichsroda

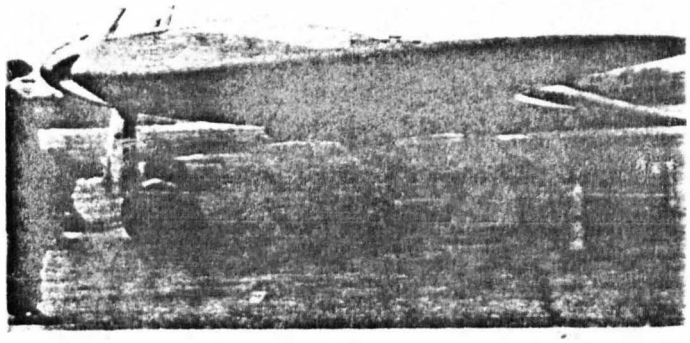
During March the nosewheel was retracted in flight and high-speed trials initiated. A maximum level speed of 497 m.p.h. had been recorded when, during a landing approach, the starboard turbojet cut suddenly, the pilot, *Leutnant* Ziller, undershot and the aircraft turned over and burst into flames. The prototype had recorded a total flying time of only two hours.

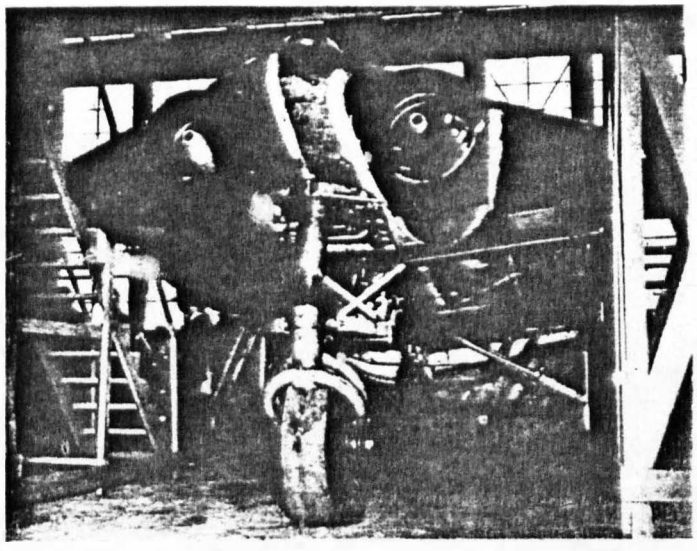
The construction of further prototypes at Friedrichsroda had by this time reached an advanced stage, the **Go 229 V3** being the first production prototype for the Go 229A single-seat fighter-bomber, the Go 229 V4 and V5 being prototypes for the Go 229B two-seat all-weather fighter, the **Go 229 V6** being a second A-series prototype with MK 103 cannon in place of the MK 108s of the V3, and the **Go 229 V7** which was intended as the prototype of a tandem two-seat dual-control training version. As late as March 12, 1945, at a meeting presided over by *Reichsmarschall* Göring, the inclusion of the Go 229 in the *Jägernotprogramm* was confirmed, but within two months the Friedrichsroda plant had been occupied by U.S. troops and development terminated. At that time the Go 229 V3 was being prepared for flight testing, the Go 229 V4 and V6 were in final assembly, and component manufacture for the 20 pre-production Go 229A-0 fighter-bombers was well advanced.

Gotha Go 229A-0 Specification

(*Manufacturer's estimated figures*)

Type: *Single-seat Fighter-bomber.* **Power Plants:** *Two Junkers Jumo 004B-1, -2 or -3 axial-flow turbojets each rated at* 1,962 *lb.s.t.* **Armament:** *Four* 30-*mm. MK* 103 *or MK* 108 *cannon plus two* 2,205-*lb. SC* 1000 *bombs.* **Performance:** *Maximum speed (at* 16,550 *lb.),* 590 *m.p.h. at sea level,* 607 *m.p.h. at* 39,370 *ft.; maximum continuous cruise (two-thirds power),* 429 *m.p.h. at* 32,800 *ft.; range (maximum internal fuel),* 1,180 *mls. at average speed of* 393 *m.p.h., (with external drop tanks),* 1,970 *mls.; initial climb rate (at* 16,550 *lb.),* 4,330 *ft./min.; maximum ceiling,* 52,500 *ft.* **Weights:** *Empty equipped,* 10,140 *lb.; normal loaded,* 16,550 *lb.; maximum overload,* 19,840 *lb.* **Dimensions:** *Span,* 54 *ft.* 11½ *in.; length,* 24 *ft.* 6 *in.; height,* 9 *ft.* 2¼ *in.; wing area,* 565.15 *sq. ft.*





(Above) The Ho IX V2 at Oranienburg, and (below) the Ho IX V3.

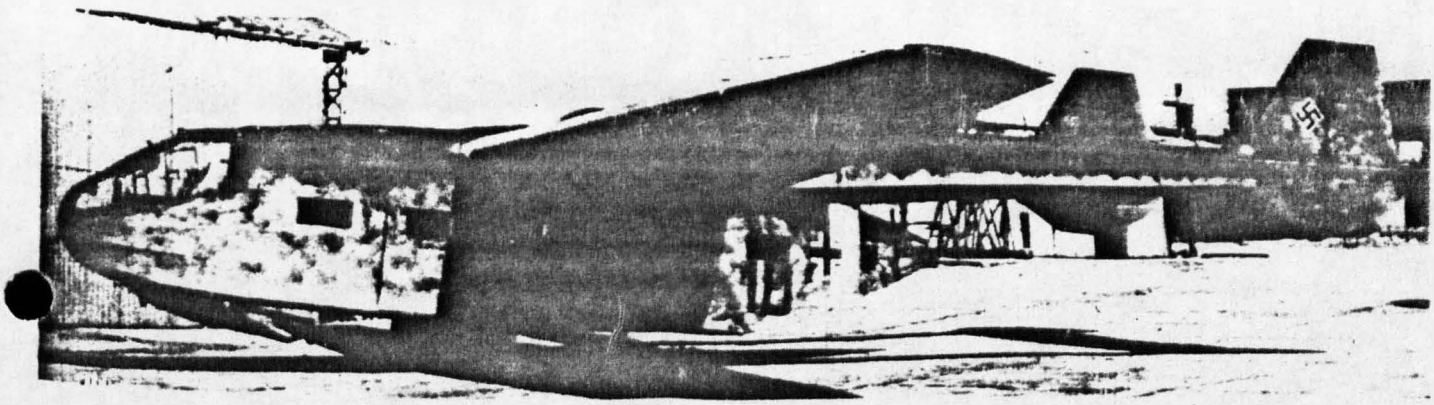
GOTHA GO 242

An immediate result of the successful use of the DFS 230 in the western offensive of 1940 was a demand from the RLM, previously sceptical of the value of unpowered aircraft in warfare, for the development of transport gliders of substantially greater capacity. Dipl.-Ing. Albert Kalkert of the Gothaer Waggonfabrik had already undertaken preliminary studies for such gliders and, once the RLM's requirements had crystallized, promptly submitted definitive proposals based on these studies.

Dipl.-Ing. Kalkert's proposals were highly original in concept, being based on the idea of a large, uninterrupted cargo hold with direct access for loading at near ground level. In order to achieve the direct loading feature a shoulder-mounted wing arrangement was adopted, with the tail surfaces carried by booms originating at the forward wing spar, the fuselage taking the form of a constant-section pod, the tail of which was hinged to provide straight-in access to the freight hold. The twin-boom configuration was not, in itself, novel, but it had not previously been employed by a transport aircraft of the size envisaged by Dipl.-Ing. Kalkert, and its advantages were immediately obvious to the *Technischen Amt* of the RLM which allocated high priority to the project and assigned the designation Go 242.

The Go 242 featured a two-spar wooden wing with plywood skinning from the leading edge to the mainspar, the remainder, including the control surfaces, being covered by fabric. The booms, which extended aft from the mainspar and terminated in vertical tail surfaces, were also of wooden construction, and carried the one-piece rectangular tailplane between their extremities. The fuselage was a welded steel-tube structure of rectangular section and fabric covered, its rear portion being hinged at the top just aft of the wing trailing edge to provide an opening the

(Below) A Go 242A-1 photographed at Athens in 1942. The six Lastenseglerstaffeln formed with Go 242A-1s by the beginning of 1942, 1. to 6./Go 242 Staffeln der Luftwaffe, were initially subordinated to home and rear-area Luftgaukommandos.




OH SHIT!
YOU DID IT
JUST LIKE I TOLD YOU!

325 Langton Avenue
Los Altos, Calif. 94022 USA
December 9, 1979

Her Majesty's Stationary Office
London, England

Dear sirs:

I am writing to you in the hope that you may be able to assist me in my search for certain historical information related to the Second World War. My central concern is with the subject of unusual aerial phenomena sometimes called "Foo Fighters," "Feuerball," or more recently UFO. From the meager information that is available on this subject I believe air force crewmen reported sighting such phenomena in 1944 and 1945 over the French-German border, usually at night. One reference stated that Section T of British Intelligence was studying the matter. Another referencecited the following report.

Would you please be so kind as to send me a copy of:

"Combined Intelligence Objectives Sub-committee, Interrogation of Professor Scherzer of the B. H. F. (Report No. XXXII-87, London, H. M. S. O., 1945"

"Combined Intelligence Objectives Sub-committee, German Infrared Telescopes (Report No. CXXXI-37, London, H. M. S. O., 1947"

"British Intelligence Objectives Sub-committee, German Bolometers (Report No. 215, London, H. M. S. O., 1947"

"Combined Intelligence Objectives Sub-committee, Establishments of the Forschungsanstalt der Deautschen Reichpost (Report No. XXX-1, London, H. M. S. O., 1946"

Of course I will be glad to remit payment for the reproduction costs involved if you will simply inform me of same. Let me take this opportunity to thank you in advance for anything you may send me. If you could provide me with any other bibliographies, lists, etc. of publications related to Foo Fighters or names of persons to whom I might correspond it would be sincerely appreciated. Finally, could you help me by providing mailing addresses for as many of the individuals listed on the enclosed sheet, then return the sheet to me? Thank you.
Very sincerely,

Richard F. Haines, Ph. D.
Research Consultant

cc: files

FIELD INVESTIGATION
PERCEPTION, LIGHTING, ILLUMINATION, VISION
(415) 941-0055

Enclosure December 9, 1979

List of Potential Correspondents
"World War Two"

1. T. B. Bates, Archives Branch, Imperial War Museum, London

2. C. J. Child, Acting Librarian and Keeper of the Papers, Foreign Office Library, London.

3. L. Fisher, Institute of Contemporary History and Wiener Library, London.

4. L. A. Jacketts, Chief, Archives Section, RAF, Ministry of Defence, London.

5. Leo Kahn, Foreign Documents Center, Imperial War Museum, London.

6. Bryan Melland, Historian and Archivist, Cabinet Office, London.

7. W. S. Revell, Historical Section, Air Ministry, London.

UFO SIGHTING SUMMARY FORM - AIRCRAFT - Case No.: _____

(A) Primary Witness: MAJ. BRENNAN (P), CP, RAAF
(B) Second Witness: _____ P, CP, _____
(C) Third Witness: _____ P, CP, _____
(D) Fourth Witness: _____ P, CP, _____
(E) Other Witnesses & circumstances: _____

DATE: SUMMER - 1942
TIME: 1750 L
No. 1 witnesses
ALTITUDE: (ft) _____
WEATHER: _____
IFR VFR
Comm'l. Private (Military)
U. S. A. (Foreign)

References: (1) Bill Chalker rept. recd 6/29/83 — Wilkens Flying Saucers Uncensored 1955

Additional References:

Aircraft/Flight Details

Spatial: [Lat. ___ ° ___ ___ " N S] [Long. ___ ° ___ ___ " E W]

1. Flight origin: _____
destination: _____
1.1 Sighting location (initial): Tasman Peninsula, Tasmania
2. A/C (original) bearing: _____
2.1 Chg? yes no unsure To: _____
3. A/C altitude (initial): _____
3.1 Chg? yes no unsure How? _____
4. A/C attitude: _____
5. Other A/C involved? yes no unsure
5.1 Details: _____

Temporal:

7. IAS: _____ mph kts
9. TAS: _____ mph kts
10. GMT: ___ / _____ hours
11. Local Time: 1750 zone _____

Type of Aircraft:

17. Jet Prop. Rocket Other: _____
18. Comm'l. Airline: _____
18.1 Flt. No.: _____
18.2 A/C Type: _____
19. Window UFO seen through by (A): _____
_____ (B & others) _____
19.1 Visibility of windows: _____
20. Radar contact? yes no unsure
20.1 Details: _____

Eye Witness Details

24. Age: (A) _____ (B) _____ (C) _____ (D) ___
25. Flt. Hrs. (A) _____ (B) _____ (C) _____
27. Prev. UFO exper.? (A) _____ (B) _____
(C) _____ (D) _____
28. Was formal report filed on sighting? yes no
28.1 If no why not? _____
28.2 Submitted to whom? _____
28.3 Details: _____
___ Misc. facts (cont.): _____

UFO Characteristics

Spatial/Temporal:

32. Bearing of travel (magnetic): _____
32.1 Changes: _____
33. Velocity _____ mph kts
33.1 How determined? _____
33.2 Accel. details: _____
34. Apparent angular size: ≈ 150' long
34.1 How determined? _____
12. Sighting Duration: Few (min)
35. Luminosity: Bronz
36. Shape: _____
37. Details/Markings: Had a dome
38. Sketch made? yes no Location: _____
38.1 Photo(s) available? yes no Loc. _____
39. Number of UFOs: one
40. Atmospheric traces? _____
41. UFO: passive (friendly) hostile other: _____
41.1 Details: _____
42. UFO disappearance facts: Paced A/C & then dove into the sea
43. UFO altitude: _____
___ Other misc. facts: Dome had a cat-like image
45. E-M effects? _____

Case Analysis Results

Analysis by: _____
Date/Conclusions: _____

☐ Ck. here if opposite side of this sheet is used.

Copyright 1980 by Richard F. Haines
Revision: December 1, 1980

Reprinted: 4-23-83 rfh

UFO SIGHTING SUMMARY FORM - AIRCRAFT - Case No.: _____

(A) Primary Witness: Flt. Sgt. B.C. Lumsden (P) CP, _____
(B) Second Witness: _____ P, CP, _____
(C) Third Witness: _____ P, CP, _____
(D) Fourth Witness: _____ P, CP, _____
(E) Other Witnesses & circumstances: _____

DATE: 12 - 9 - 42
TIME: DUSK / NIGHT
No. _____ witnesses
ALTITUDE: (ft) 7 K
WEATHER: _____
IFR VFR
Comm'l. Private (Military)
U. S. A. (Foreign)

References: (1) STAR, SUN - Christchurch, N.Z.

Aircraft/Flight Details

Spatial: [Lat. ___° ___' ___" N S] [Long. ___° ___' ___" E W]

1. Flight origin: _____
destination: _____
1.1 Sighting location (initial): mouth of Somme River, W. France - WW2
2. A/C (original) bearing: 180°
2.1 Chg? yes no unsure To: _____
3. A/C altitude (initial): 7 K
3.1 Chg? (yes) no unsure How? descended 4 K ft
4. A/C attitude: _____
5. Other A/C involved? yes no unsure
5.1 Details: _____

Temporal: at end of encounter
7. IAS: 260 (mph) kts
9. TAS: _____ mph kts
10. GMT: 1 hours
11. Local Time: _____ zone _____

Type of Aircraft: RAF Lt3 Sydon
17. Jet (Prop) Rocket Other: _____
18. Comm'l. Airline: _____
18.1 Flt. No.: _____
18.2 A/C Type: Hurrican fighter
19. Window UFO seen through by (A): _____
_____ (B & others) _____
19.1 Visibility of windows: _____
20. Radar contact? yes no unsure
20.1 Details: _____

Eye Witness Details

24. Age: (A) _____ (B) _____ (C) _____ (D) _____
25. Flt. Hrs. (A) _____ (B) _____ (C) _____
27. Prev. UFO exper.? (A) _____ (B) _____
(C) _____ (D) _____
28. Was formal report filed on sighting? yes no
28.1 If no why not? _____
28.2 Submitted to whom? _____
28.3 Details: _____
___ Misc. facts (cont.): _____

UFO Characteristics

Spatial/Temporal:
32. Bearing of travel (magnetic): _____
32.1 Changes: _____
33. Velocity _____ mph kts
33.1 How determined? _____
33.2 Accel. details: _____
34. Apparent angular size: _____
34.1 How determined? _____
12. Sighting Duration: 15 (min
35. Luminosity: 2 dim amber lights or orange
36. Shape: _____
37. Details/Markings: _____
38. Sketch made? yes no Location: _____
38.1 Photo(s) available? yes no Loc. _____
39. Number of UFOs: 2 lights.
40. Atmospheric traces? _____
41. UFO: passive friendly hostile other: _____
41.1 Details: Climbed to 7 K ft - levelled off
42. UFO disappearance facts: _____
43. UFO altitude: _____
___ Other misc. facts: UFO climbed slowly together. Executed 360° behind a/c.
45. E-M effects? _____

Case Analysis Results

Analysis by: _____
Date/Conclusions: _____

☐ Ck. here if opposite side of this sheet is used.

Copyrigh. 1980 by Richard F. Haines
Revision: December 1, 1980

12-9-42
DUSK OR NIGHT

'FLYING LIGHTS' A STRANGE AND UNEXPLAINED PHENOMENON

By Cedric R. Mentiplay

THE passengers and crew of an Auckland-bound National Airways Corporation Dakota from Wellington who on Monday night saw mysterious "flying lights" travelling at high speed alongside their aircraft are only the most recent witnesses to a strange and unexplained phenomenon which for at least thirteen years has been baffling scientists.

The lights were similar in all respects to those reported in December, 1942, by a New Zealand Hurricane pilot. But on that occasion they appeared in enemy skies in France, over the mouth of the River Somme.

The name of the pilot was Flight-Sergeant B. C. Lumsden, who finished the war as a Flight-Lieutenant, and who is now secretary of the New Zealand Timber Merchants' Federation. At the time of the encounter he was a member of No. 8 Squadron, Royal Air Force, and was flying a coal-black Hurricane fighter with long-range tanks on an intruder mission.

From his note of the incident, which can be read in his logbook, was made an intelligence report which was circulated throughout the Allied forces. It was the first mention of these strange visitors, which were christened by R.A.F. intelligence officers as "Lumsden's Lights."

At 7000ft

Here is part of that summary:

"December 9, 1942 — climbed to 7000ft while flying along French coast until he found himself at mouth of Somme. Deciding to get a little further south before setting course, so as to miss Abbeville, he turned sharply right.

"Just as he straightened up on a southerly course he saw to the east two dim amber or orange-coloured lights climbing steadily almost side by side, but one slightly above the other.

"Thinking at first that these were tracer flak, he was at once struck by the slowness with which they climbed. He turned a full circle to starboard, and again saw the lights to the north-east, behind him on his left, but rather larger and brighter. They were now on a level with him at 7000ft, and no longer climbing.

Kept Behind

"He turned sharply to port and made a complete orbit—and found that the lights were keeping behind him on the turn. He jettisoned his long-range tanks to obtain more manoeuvrability and turned tightly to port, only to find that the lights still stayed behind.

"He then did diving turns out to sea and flattened out at 4000ft, heading north-north-east. The lights followed his general direction, always astern, and descended to about 1000ft below him, soon climbing again when he remained on a level course.

"The Hurricane continued to fly on a course of 320deg at an indicated speed of 260 m.p.h. and gradually drew away from the lights, which appeared to continue to follow. When about five to ten minutes from the English coast, which he recrossed at Hastings, he lost sight of them.

"The lights had been visible altogether for 15min. They appeared to remain at an even distance from one another, except for on brief period when they drew closer together. They varied slightly in relative height from time to time, but the starboard one was always slightly lower than the other. Had they been wingtip lights, the aircraft carrying them would have been flying starboard wing down to an unusual and almost impossible degree."

When asked what were the first reactions of those who heard his story, Mr Lumsden grinned. "The usual—the sort of reactions they give to people who say they spotted a flying saucer," he said. "The implication is—'give up drinking, old man. It isn't doing you any good'."

Many Sequels

But there was a sequel, the first of many.

A dour and doubting character in the same squadron took off next night to cover the same area, determined to lay "Lumsden's Lights." He returned shaken and thoughtful.

His report was promptly dubbed "Lumsden's Lights Mk. II." His story was that he had been followed closely by a green light, which kept squarely behind him no matter what he did. Finally, in cloud, he managed to get away from it. He spent no further time in searching.

"That is why the experience of Captain W. T. Rainbow, First Officer S. G. Trouce, and others aboard the N.A.C. aeroplane sounds so familiar to me—and somehow so reassuring," said Mr Lumsden.

"According to this week's report, the New Zealand light was well-behaved. The French ones, on the other hand, seemed to be piloted by mischievous types and darned good fliers. Anything that could dive, turn, and keep station with a Hurricane in those days certainly knew its way about in the air."

There was no war-time explanation of the mysterious lights, and there has not been a completely feasible one since.

Reputation

According to some authorities that part of France and the Channel gained quite a reputation for such visitations.

But the lights seem to have emigrated to New Zealand now—or rather to have extended their influence all round the world. Experiences similar to that of last Monday night have been reported from Europe, America, and Australia.

Date — 12-9-42

← sighting #2 following night

PACED A/C

t = 15 min —

CHG. IN REL. POS.

- 1943 -

said what he saw glowed like a light bulb.

...Wednesday, March 24, 1954

THE TRUE BELIEVER AT GIANT ROCK:
Four thousand waited to greet the creatures from outer space, with the usual results.

...OYS TELL ABOUT 'SAUCERS'

- - - 43
CIN
Hanover, Germany

...Canyon, Alaska

...ars lights about 9:25 p.m. Wednesday, ...ely described them as bright blue and ...es. said they were "strung around an ...air object that looked like a pie plate, ...it- but circular with sharp points ...r", around the edges."

...lly The object hovered in a stationary ...ee position over the waters of Cook Inlet for about three minutes, Pitts said. Then it started ...te- to rise and moved slowly toward ...of Anchorage. As it advanced it ...es- increased in speed and changed ...color from bright blue to ...li- orange, he told police.

...he Four other observers told police they saw the lights ...nit

By JOHN RYDON

TWO schoolboys faced six fighter chiefs, the ex-chief of Fighter Command and 300 people at Britain's first public flying saucer meeting last night.

Thirteen-year-old Stephen Darbyshire craned up before a microphone to tell his story of a saucer over his Lake District home at Coniston.

And his eight-year-old brother, Adrian Myers, stood up among the audience and shouted: "It's true, I saw it, too."

Stephen, four other speakers [illegible]

And fliers swop yarns

bolts . . . result of sex repression . . . indigestion?"

Air Marshal Lord Dowding, war-time Fighter Command chief, sat silent with his wife in the second row.

Stephen said he photographed the saucer near his home. His pictures, blown up to a large size, showed a mushroom shape in the sky over the brow of a hill.

When the photographs were passed among the audience someone said he could see a face looking out of the saucer. And the picture was grabbed from hand to hand.

The first speaker, an unnamed ex-bomber pilot, said: "In 1943, returning from a raid over Hanover, we saw a long red object with lighted windows shooting past us."

Civil pilot Humphrey Gilbert, whose compass shattered recently over Surrey's "missile mile," said: "A fellow pilot flying near me said afterwards he saw a small shining disc flying over my plane."

Desmond Leslie, who wrote a best-seller about flying saucers, said: "There have been about 10,000 reports of people sighting flying saucers.

"I'm prepared to discount 80 per cent. of these reports. The remaining 20 per cent. are unquestionable."

Jet fighter pilot Derek Dempster read out a letter from ex-B.B.C. Air Correspondent Charles Gardner, whose 13-year-old son said he saw two saucers for 30 seconds.

After the meeting [illegible]

Z Pg 10. Daily Sketch. Wed. MAR 25, 1954

10/3/98

"UFO Sighting From an Aircraft"- Report Form

Case No.: _____

Date: 4 - 5 - 43

Time: 0950 L

N = 2 observ.

(A) Primary witness: Gerry Casey crew: P, CP, _____

(B) Second witness: _____ crew: P, CP, student pilot

(C) Third witness: _____ crew: _____

(D) Other witnesses & circumstances: _____

Altitude (ft) 5 K

Weather: _____

IFR, VFR

Comm'l, Private, Military, USAF, foreign

Reference ① UFO Potpourri, Sept 1998 #419 Pg 3 &

② Western Flyer, Tacoma, WA 7-7-89

Date: _____

Signature _____

Witness consent: "I hereby permit my name to be publically associated with the data I have given on this form:

Flight Details: (Spatial) Lat. [° ' " N S] Long. [° ' " E W]

1. Location (flt. path): Origin: _____ Dest. _____
1.1 Sighting (initial) location: West of Santiago mts - So. Calif.
2. Did A/C change flt. bearing due to sighting? yes, no (if yes, cont. 2.1)
2.1 Orig. bearing: SE-NW deg. Changed to: _____ deg. Chg to: _____ deg.
3. Altitude at time of sighting: 5 K ft. (Type: Abs., Ind., Press. True)
3.1 Alt. Chg. due to sighting? yes, no (if yes, cont. 3.2)
3.2 A/C ascend, descend
3.3 Rate of 3.2: _____ ft/sec accurate, approx.
4. A/C Attitude: _____
5. Other A/C involv. yes, no (details in 5.1)
5.1 _____

Flight Details: (Temporal)

7. IAS: _____ mph, knots
8. Accel: yes, no (if yes, cont. 8.1)
8.1 accel: _____ ft/sec accurate, approx.
9. TAS: _____ mph, kts.
10. GMT: _____ hrs.
11. Local Time: 0950 (zone: _____)
12. UFO Sighting duration: _____ ( )

Flight Details: (Aircraft)

17. Jet, prop, rocket
18. Commercial: Airline: _____
18.1 Flt. No.: _____
18.2 A/C Model: BT-13
18.3
19. Window through which UFO first obs.: (A)
19.1 Est. visibility of 19: _____
19.2 Other windows used: ( )
19.3 cont. 19.2 ( )
20. Radar contact: yes, no (if yes, cont. 20.1)
20.1 Details: _____

Observer Details:

24. Age: (A): _____ (B): _____ (C): _____
25. Flt. ~~Hrs.~~ (A): _____ (B): _____ (C): _____
26. Med. Certif. (A): _____ (B): _____ (C): _____
27. Prev. UFO exper. (A): _____ (B): _____ (C): _____
28. Was formal rept. filed on sighting? yes, no
28.1 (If no, why not?): _____
28.2 Rept. Submitted to Whom? _____
28.3 Any known follow up: _____

UFO Characteristics (Only (A)

32. Mag. Bearing: _____ deg.
33. Vel. 7200 (mph), kts
33.1 vel. (how det.): Pilot's calcul.
33.2 accel: _____
34. Ang. size: _____
34.1 (34. how det) _____
35. Luminosity: bright orange + shimmer → white
36. Shape circular or elliptical
37. Structural Details: rounded hump on top & smaller on bottom
38. Sketch made? yes, no
38.1 Photos ( )obtained?
38.2 (38.1 details) _____
39. No. UFOs: one
40. Atmosph. traces: _____
41. UFO: friendly, hostile, none
41.1 (41 details) _____
42. UFO disappearance details: climb toward ocean & turned white in 2 sec.
43. Altitude: _____
44. Misc. Cloud undercast

9-2-75 ah

MAR 1977 ah

(✓) see over for further info

Re L UFO Potpourri, Sept. 1998. Pg. 3 No. 419 A/c

1943 Aircraft/UFO Encounter

(Tacoma, WA *Western Flyer*, July 7, 1989)

Army flight instructor Gerry Casey described a close encounter with a UFO over California on April 5, 1943, at 9:50 a.m., which he and his student pilot believed to be a secret Lockheed aircraft. Later they found out it was not a secret U.S. aircraft. He described the encounter as follows:

"After a nice takeoff and climb through the cloud deck, we spent 40 minutes at 5,000 feet cruising back and forth on the southeast-northwest legs of the Long Beach low frequency radio range. I looked up and east toward distant Santiago Mountain. I'd thought I had seen a flash of light. Peering intently, I saw an aircraft in a moderate dive aimed at our BT-13 aircraft with a perfect interception angle. Unable to determine the craft's make or model, I knew it was unlike any airplane I'd ever seen. I was shocked to see it make a decidedly wobbly turn that quickly aligned it off our left wing in instant and perfect formation. The thing flying alongside us defied rationale. I'd noticed that its turn appeared totally independent of air-reaction. No question, its color was a radiant orange, which appeared to shimmer in the bright sunlight. As we watched, its aft end made a slight adjustment and it shot away from our position, disappearing in a climbing turn toward the ocean. Its color changed to white as it accelerated. It was gone from sight in 2 seconds. We hadn't seen any openings or glass indicating a cockpit. It definitely did not have a propeller or any other type of propulsion that we could determine. It was circular or elliptical and it had a rounded hump amidships topside and a smaller duplicate on its underside. 'When I used my pocket computer and attempted to determine its speed I came up with a reading of 7,200 mph.'

1896 UFO Sightings

(Newspaper unknown)

UFOs were spotted in September, 1896, by California astronomers, who first thought the mysterious lights in the sky were new stars or comets. But by October they had come frighteningly close, and observers discovered them to be six lights in a triangular pattern, with six more in an oval grouping directly behind them.

On December 20, the strange lights appeared closer still, and public concern started to grow. A prospector named Harry Lutz discovered three scorch marks totaling 100 feet in circumference on a hillside near Sacramento, and experts took soil samples of the area. Amazingly, a strange white, ash-like substance collected at the scene seemed to emit a continual warmth, as if it were radioactive.

Shortly after that, a local farm boy became sick, stricken with a strange rash and a high temperature. In his troubled sleep he babbled about a bizarre green-faced creature with silver rings on his fingers. A few days later the youngster died.

The owner of a lumber factory told authorities he saw one of the unusual craft circle Sacramento, almost striking a brewery tower. He also claimed to see lights within the craft, and strange figures working what appeared to be controls.

Several days later, similar sightings were reported throughout the nation. A panicked public demanded answers, and scientist Thomas Edison provided the following answer: "Airships they are not. Spacecraft they could be, be we don't know and perhaps never will."

5-23-43

1943 May 23

FAR EAST

carded

Pre-1947 reports - - fco fighters

May 23, 1943
from Wisconsin State Journal, 7/8/47
by Gerry Dumphy, 25 Anyinger Court, Madison, Wisc. - - former bombardier with 52 Sq, 29 Bomb Grp, Guam

The first "fireball" reported was during a night raid against Tokyo. Dumphy was bombardier. The fireball would approach the plane and follow it out to sea as they returned homeward after dropping their bombs. Described them as "round, speedy balls of fire, as fast as B-29, but not as maneuverable." Or, "as burning warheads suspended from parachutes," or as "molten chunks of steel."

Often excited gunners would fire on "fireballs." Missiles would miss their targets and fall into the sea. Reports came from every B-29 base in the Marianas. As time went on, the fireballs "became more maneuverable and follwed the Superforts farther out to sea." None seen during the day.

end of report: case 2187 from CSI files, noted 10/13/63

"UFO Sighting From an Aircraft"- Report Form

Case No.: _____

(B) Primary witness: GORDON N. COCKCROFT crew: (1) (CP) Commission # 169566

Date: 5-27-43

(A) Second witness: RAY SMITH crew: (P) CP, Royal Canadian Air Force

Time: ≃ 0115

(C) Third witness: ? crew: Bombadier

N = 6 observ.

(D) Other witnesses & circumstances: (4) Flt. Engr. (5) Mid-top gunner (6) Radio Operator during bombing raid - See (8-1-46 for similar UFO shape)

Altitude (ft) 18.7 K

Reference: (1) (BUFORA Rpt Ncd 9/20/78 from Tony Pace 4)

Weather: _____

IFR, VFR

Comm'l, Private, (Military)

USA, (foreign)

Date: _____

Signature _____

"I hereby permit my name to be publically associated with the data I have given on this form:

witness consent: _____

Flight Details: (Spatial) Lat. [51° 30' " (N) S] Long. [7° 00' " (E) W]

1. Location (flt. path): Origin: _____ Dest. _____
1.1 Sighting (initial) location: (Essen, West Germany)
2. Did A/C change flt. bearing due to sighting? yes, no (if yes, cont. 2.1)
2.1 Orig. bearing: _____ deg. Changed to: _____ deg. Chg to: _____ deg.
3. Altitude at time of sighting: 18.7 K ft. (Type: Abs., Ind., Press. True)
3.1 Alt. Chg. due to sighting? yes, no (if yes, cont. 3.2)
3.2 A/C ascend, descend
3.3 Rate of 3.2: _____ ft/sec accurate, approx.
4. A/C Attitude: _____
5. Other A/C involv. yes, no (details in 5.1)
5.1 Unknown -

Copy of full file sent to CUFOS on 9/29/81 to John Timmerman.

Flight Details: (Temporal)

7. IAS: _____ mph, knots
8. Accel: yes, no (if yes, cont. 8.1)
8.1 accel: _____ ft/sec accurate, approx.
9. TAS: _____ mph, kts.
10. GMT: _____ hrs.
11. Local Time: ≃ 0115 (zone: _____)
12. UFO Sighting duration: 30 (sec)

Flight Details: (Aircraft)

17. Jet, (prop), rocket
18. Commercial: Airline: N/A 4 engine Royal Air Force
18.1 Flt. No.: _____
18.2 A/C Model: Halifax 1a
18.3
19. Window through which UFO first obs.: (A)
19.1 Est. visibility of 19: _____
19.2 Other windows used: ( )
19.3 cont. 19.2 ( ) _____
20. Radar contact: yes, no (if yes, cont. 20.1)
20.1 Details: N/A

Observer Details:

24. Age: (A): _____ (B): _____ (C): _____
25. Flt. Hrs. (A): _____ (B): _____ (C): _____
26. Med. Certif. (A): _____ (B): _____ (C): _____
27. Prev. UFO exper. (A): _____ (B): _____ (C): _____
28. Was formal rept. filed on sighting? yes, no
28.1 (If no, why not?): _____
28.2 Rept. Submitted to Whom? _____
28.3 Any known follow up: _____

UFO Characteristics (Only (A)

32. Mag. Bearing: _____ deg.
33. Vel. ≥1000 (mph), kts
33.1 vel. (how det.): est
33.2 accel: _____
34. Ang. size: "very large" -
34.1 (34. how det) Much larger than our own A/C
35. Luminosity: silvery gold
36. Shape cylindrical
37. Structural Details: sharply defined - a number of evenly spaced port holes
38. Sketch made? yes, no
38.1 Photos ( ) obtained?
38.2 (38.1 details) _____
39. No. UFOs: 1
40. Atmosph. traces: none seen
41. UFO: friendly, hostile (none)
41.1 (41 details) _____
42. UFO disappearance details:
43. Altitude:
44. Misc. "ranging at 45° & climbed out of sight after 20-30 sec ?

9-2-75 rh

(✓) see over for further info.

9-20-78

24, Oakleigh Avenue,
Clayton,
Bradford, W.Yorks.

Tel: Bfd. 882936

11th March, 1977

Dear Mr. Pace,

Thank you for your letter dated 8.3.77 and your interest in the account of U.F.O. sighting which I gave during our recent visit to Grantley Hall.

I have filled in forms R2, Section A and B, to the best of my ability. As you will appreciate some of the questions are not applicable because of the rather unusual circumstances surrounding the sighting.

In your letter you ask that I give you as full as possible a background to the incident. In answer to your specific questions; at the time of the sighting I was a Sgt./Pilot, trained to instructor standard, day, night, and instrument on single and multi-engined aircraft. I also held a R.A.F. qualification in navigation which enabled me to instruct fully qualified navigators. My own Station was R.A.F. Little Rissington, which at that time operated as No.6 (P) A.F.U. (Pilots Advanced Flying Unit). From time to time permanent staff in Training Command were sent on operational attachment, particularly when any new operational procedures were to be tried out. During May, 1943 I was seconded to No.77 Squadron, 4 Group, Bomber Command, operating from Elvington, near York, (it may be of interest that this was the satellite and twin Squadron of the famous 102 "Cheshire V.C. Squadron" operating from Pocklington).

On the night of 26/27 May we were to carry out an attack on the Krupps Armament Works at Essen. As far as I recall between 300/400 aircraft were involved in the raid. The great difference between this and previous attacks was that * Air Marking was to be used; details of this technique are now readily available in most technical books about the period. The Squadron's aircraft were Halifax 1a's which, as far as I remember, were equipped with the 4 Merlin 22 engines and normally carried a crew of seven, as this type was equipped with a mid-upper as well as a rear turret. Our briefing was to bomb from a height of 20,000 feet, which in the event proved impossible as the upper air temperature was higher than expected, thus reducing the engine's efficiency. General visibility over the target area was quite good.

I cannot remember the time of take-off nor landing, but the logged duration of the trip was 4 hours 40 minutes and it was still dark when we returned to base. I have, therefore, estimated the time over the target as approximately 0100 hours, which may be inaccurate.

We experienced the usual flak, ship and coastal battery flak, when crossing the Dutch coast, and were attacked by a German night fighter identified as a J.U.88

* This was not the first air marking raid, but was early & big one.

by our Rear Gunner, but fortunately sustained no serious damage. The barrage flak in the Ruhr Valley was extremely heavy, particularly in the last few minutes on the approach to the target. The first wave had already bombed and the general target area was well alight.

It was in the 2/3 minutes before our final run-in when we were at approximately 18,700 feet when we saw in front, but slightly to port and about the same height, a long cylindrical object, silvery gold colour, very sharply defined, hanging in the sky at an angle of approximately 45°. There were, evenly spaced along the length of the object, a number of what appeared to be port holes. I am not quite certain after all this time whether or not there was a second row beneath them. As previously stated, my function was to observe the Air Marking techniques and I was supernumerary air crew as Second Pilot. The first member of the crew to sight this object was the Captain, at that time Sgt./Pilot Ray Smith of the Royal Canadian Air Force (I know that Ray survived this tour as he later called to see me at Little Rissington and had been commissioned and awarded the D.F.C.) Besides Ray and myself other members of the crew to see the object, which was called to their attention by the Captain, were (1) the Bomb Aimer, (2) the Flight Engineer, (3) the Mid-Upper Gunner and (4) the Wireless Operator. The Navigator did not see the object, partly because of his position in the aircraft and particularly because he was extremely busy at this moment of the operation; neither did the Rear Gunner see it, for obvious reasons.

I think that the first reaction of most of us was amazement because, as mentioned in the R2 forms, this object had just no right to be there. After a very short space of time, 20/30 seconds, it suddenly began moving and, retaining it's attitude, climbed away accelerating extremely rapidly until it vanished from sight. The speed it attained seemed to us, in those days, completely incredible. It was certainly into the thousands of m.p.h. As it accelerated the outline became blurred and the shape foreshortened. The size is more difficult to judge, but it was very large, certainly very much bigger than our own aircraft, appearing at least as long as a king-sized cigarette or small cigar at arm's length. We then completed our bomb run and returned to base.

The Intelligence Officer de-briefing us was given a description of this object but we were unable to judge what importance was attached to it by the authorities and, quite frankly, it was just another unusual phenomenon which, since apparently harmless, was of far less importance to us than other wartime hazards.

Shortly afterwards I was myself commissioned and did further instructional/experimental work and finished the war as Flight Lieutenant. My official numbers were, as Airman No. 1230741, after commissioning No. 169566. The Officer commanding "C" Flight, 77 Squadron, at the time of the event was Squadron Leader Bainbridge D.F.C., whom I know later became Wing Commander and believe was awarded the D.S.O. Unfortunately, the names of the other members of the crew elude me, although I know that there was at least one and possibly two of them called Jones. The Navigator's name was Page.

I have never seen anything of this nature either before or since and have never seen any of the saucer shaped objects, but in retrospect I am quite convinced that this cigar shaped U.F.O. described above was of extra terrestrial origin. One further point which I omitted to mention was that when it started it's climb away there was no apparent motive power, i.e. no rocket flare, and since the bombing time was so close and the target already visible we were extremely busy and no instrument effect was noticed, even if any took place.

I hope that this account will be of use to you. Although it happened a long time ago the sighting was by a group of experts, none of whom could offer any rational explanation.

I have no objection whatever to your publishing this account in your magazine.

Yours sincerely,

G. N. COCKCROFT.

Anthony R. Pace, Esq., F.R.A.S.,
18, Churchfield Road,
Eccleshall,
Stafford.
ST21 6AT

9-20-78

GROUP /INVEST REF.	BUFORA REF.	YEAR	NUMBER	INVESTIGATOR	CASE SUMMARY	
		43	0005	A.R. PACE.	DATE	27.5.43
				EVALUATOR	TIME	01.15
					LOCATION	ESSEN W. GERMANY
					EVALUATION	
					UFO CLASS	
					CLOSED	

RETURN FORM TO: A.R. PACE
18, CHURCHFIELD ROAD, ECCLESHALL
STAFFORD ST21 6AG U.K.

UFO SIGHTING REPORT FORM

COPIES
WHITE–BUFORA FILE
BLUE–BUFORA ANAL.
GREEN–R.I.C.
PINK–INVESTIGATOR

FOR USE BY AN OFFICIAL INVESTIGATOR **ONLY**. BEFORE COMPLETING THIS FORM PLEASE FAMILIARISE YOURSELF WITH CURRENT INSTRUCTIONS.

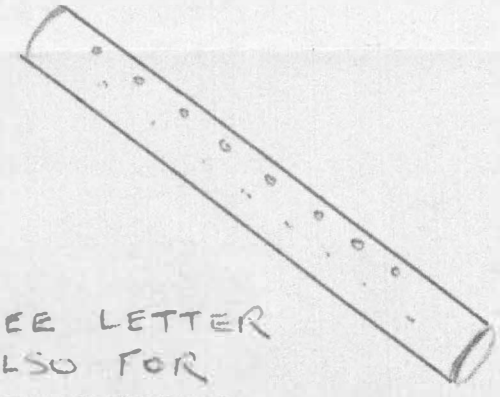
SECTION A

SIGHTING REPORT BY INVESTIGATOR TO BE WRITTEN AFTER ANY RECORDING AND SIMULATION.
Write in **BLOCK CAPITALS** using a ball point pen (or type report).

SIGHTING OF A CIGAR SHAPED U.F.O. ON NIGHT OF 26/7 MAY 1943. BY SGT PILOT G.N COCKCROFT R.A.F.V.R. AND OTHERS. SEE ENCLOSED LETTER FOR FULL BACKGROUND DETAILS.

Please continue on a separate sheet if necessary.

DRAWING*



SEE LETTER ALSO FOR DESCRIPTION. AND UN CERTAIN DETAILS.

*If preferred, use a separate sheet of paper.

Full name (Mr/Mrs/Miss/Ms) GORDON NEWELL COCKCROFT Age 55

Address 14 OAKLEIGH AVENUE CLAYTON BRADFORD WEST YORKSHIRE

Telephone No. 882936 (STD 0274)

Occupation during last two years. MATERIALS CONTROLLER FIELD SONS (CO LTD BRADFORD (PAINT & RESIN MFG.)

Any professional, technical or academic qualifications or special interests TO ABOVE REPORT. PILOT. WITH INSTRUCTOR STATUS. QUALIFIED ON SINGLE/MULTI ENGINED AIRCRAFT. DAY & NIGHT. 1 FULL BLIND SEA PROCEDURE ALSO R.A.F. SIX DEGREE QUALIFIED TO [illegible]

Does witness object to the publication of his/her name? *Yes/No. *Delete as applicable. NOTE COMMISSIONED LATER RANK W/SUBSTANTIVE

Today's Date 10th MARCH. 1977 F/LT.

Signature of witness [signature]

Published by the British UFO Research Association (BUFORA LTD.) for the use of investigators throughout Great Britain. Further copies may be obtained from BUFORA Research Headquarters, Newchapel Observatory, Newchapel, Stoke-on-Trent, Staffs., England.

Form R2.

Form R2

GROUP /INVEST REF		BUFORA REF.	YEAR	NUMBER

SECTION B .SIGHTING DETAILS

1. Location: OVER ESSEN GERMANY Grid Ref: .....
Nearest town/village..... County/district.....
2. Date 27th day of MAY 1943 3. Time: from APPROX 01.15 a.m./p.m./midday/midnight
until 01.15.20 a.m./p.m./midday/midnight—exact/approx. Timing method GUESS 20-30 SECONDS.
4. Duration: exact SEE ABOVE or minimum..... Found Letter maximum .....
Any break in sighting NO.
5. Dimension CIGARETTE at HANDLENGTH (distance) or angle subtended.....
6. Angular elevation: initial APPROX 45° final SAME BUT FIRE EXTINGUISHED exact/approx.
Bearing: initial SLIGHTLY TO PORT final WELL TO PORT AND STARBOARD FAST. exact/approx.
7. Object at ground level? NO. 8. Manner of disappearance CLIMBED AWAY AT GREAT SPEED.
9. Photograph ☑ Radar ☐ Measurements made during sighting ☐ Occupants ☐ Artifact ☐
10. Effects—Psychological/physiological ☐ Animal ☐ Plants ☐ Electrical/magnetic ☐ Physical ☐ Radioactive ☐
Other..... (If questions 9 or 10 are ticked, also complete appropriate supplementary questionnaire)
11. Most unusual feature of sighting EVEN IN MIDDLE OF SUCH A RAID THE UFO WAS "AWESOME"
12. Other witnesses: Number 5, Names, addresses and relationships SEE LETTER.
CREW MEMBERS
13. Object(s): Number 1 Colour SILVERY GOLD Shape CYLINDRICAL
Sound NONE BUT THAT COULD BE DROWNED BY ENGINES Smell NONE Sharp/Hazy Outline MERGED INTO HAZY.
Brightness BRIGHT AND CLEARER THAN STARS (compared to star, venus, moon, sun etc.)
Describe any changes in above aspects WHEN HANGING STATIONARY / BEGAN BLURRING IN CLIMB.
If object(s) moved behind or in front of a known object, describe FLAKBURSTS.
14. Sky and weather conditions:

Clouds	*Temperature*	*Wind*	*Precipitation*	*Astronomical*
See Letter	See Letter °C	See Letter Vel.....m/kp.h	☐ Dry	☐ Stars
8	☐ Cold	☐ None	☐ Light mist	☐ Moon
☐ Clear sky	☐ Cool	☐ Breeze	☐ Fog	☐ Planet
☑ Scattered cloud	☐ Warm	☐ Moderate	☐ Rain light/heavy	☐ Sun
☐ Much cloud	☐ Hot	☐ Strong	☐ Snow	☐ .....
☐ Overcast		Coming from.....	Visibility GOOD .....m/yds	

Type ALTO CUMULUS
Base height.....'
Humidity: Dry/Average/Very Humid.
Sky: Bright/Fairly Bright/Dull/Twilight/Dark
Other local conditions DARK EXCEPT FOR SEARCHLIGHTS FLAK/GROUND FIRES FLARES ETC.

15. Artificial lights.....
16. Sighting through glass— PERSPEX Spectacles NO
other device..... or from inside vehicle AIRCRAFT or building.....
17. Witness movements See Letter
18. Attention of witness drawn to object because IT SHOULDN'T HAVE BEEN THERE.
19. Witness reaction INCREDULITY AND A LITTLE FEAR.
20. What did the object resemble? A LONG CIGARETTE SHAPED AIRSHIP
And how was it different? IT SEEMED METALLIC & TOO HEAVY TO FLY.
21. Unusual events during hour before sighting USUAL AIR RAID NERVES, COASTAL FLAK, ATTACK.
During sighting NONE EXCEPT THE AIR PRESSURES & THE ENORMOUS SPEED OF
After CLIMB AWAY
22. Any time lapse or error NO
23. Previous knowledge or experience of UFOs. NONE
24. Witness qualifications or experience in observing EXCEPTIONAL AS STATED, ALL WELL
25. Vision or hearing defects NONE
26. Any psychic experiences NONE THEN — SOME SINCE.
27. Any recent medical treatment YES, 2 BROKEN RIBS AT KAMS. 1977
28. Report made to any official or the press/radio/TV NO. WHATEVER — ONLY TO
INTELL. OFFICER DE BRIEFING.

9-20-78

8-27-43

18, Churchfield Road,
Cresswell,
Stafford
ST21 6AG.
U.K.

Dear Richard,

13.9.78

Ken Phillips asked me to look out any cases on file concerned with reports by pilots. I have not yet checked files thoroughly but was able to put my hand on the enclosed account from 1943! Although it is 35 years old and certain details will be naturally absent, I thought you might be interested. The account came to light at a lecture I gave last year - which often happens!

I will try to locate other reports for you soon.

There have been some delays with tapes from the April conference but immediately I have the completed transcript I will send it to you.

Regards. Tony Pace

NO COVER FORM

Summer - -43

UM

[Current Encounters] Summer of 1943; North Atlantic

francis ridge <nicap@insightbb.com>
Reply-To: post@currentencounterslist.com
To: post@currentencounterslist.com

Wed, Apr 24, 2013 at 2:56 AM

Summer of 1943; North Atlantic
PB2Y5 paced by red-orange object. Pilot made several turns but object matched maneuvers, finally object took off ahead and disappeared in 30 sec. (Jan Aldrich)

has been added to the chrono.

Fran

Post mailing list

http://host250.hostmonster.com/mailman/listinfo/post_currentencounterslist.com

10-14-43
DAY
UN
WW-II

PROJECT 1947

Probably flack
not UFO!

Schweinfurt - A Mystery Solved?
by
Andy Roberts

In 1990 I wrote an article entitled **W.W.II Document Research - In Search of Foo-Fighters**, which primarily dealt with the 'UFOs' allegedly seen in the 14th October 1943 Schweinfurt raid. [1] This has since been posted on the **Project 1947** website [2] and now forms the background to the present article.

10-14-43

The tone of my 1990 piece was very sceptical of the case because, despite having gone to great lengths, I had been unable to track the source of the case down. The source was an alleged UK government document quoted in author Martin Caidin's **Black Thursday**, a book which dealt with the events of the bombing raid of Thursday 14th October 1943.[3]

Having done quite a bit of research into foo-fighters, and having a general interest in W.W.II, I have been quite obsessed by the story over the years. All avenues of enquiry seemed to lead nowhere, and in 1999 I went to the Public Records Office (PRO) at Kew and searched many files connected to the Schweinfurt raid. At that time I found nothing at all relating to Caidin's claims and this only strengthened my feelings it was a fabrication. However...

In July 2000 I spent another few of days at the PRO and this time hit pay-dirt. Besides finding several hitherto unseen references to what would later be termed 'foo-fighters', much new material on ghost rockets and 1950s UK government UFO research, I again went through all the available Schweinfurt related files and came across something of great relevance. But first here is how Martin Caidin reported the incident in **Black Thursday**.

> "As the bombers of the 384th Group swung into the final bomb run after passing the Initial Point, the fighter attacks fell off. This point is vital, and pilots were queried extensively, as were other crew members, as to the position at that time of the German fighter planes. Every man interrogated was firm in his statement that "at the time there were no enemy aircraft above." At this moment the pilots and top turret gunners, as well as several crewmen in the Plexiglas noses of the bombers, reported a cluster of discs in the path of the 384th's formation and closing with the bombers. The startled exclamations focused attention on the phenomenon, and the crews talked back and forth, discussing and confirming the astonishing sight before them.
>
> The discs in the cluster were agreed upon as being silver colored, about one inch thick and three inches in diameter. They were easily seen by the B-17 crewmen, gliding down slowly in a very uniform cluster.

And then the "impossible" happened. B-17 Number 026 closed rapidly with a cluster of discs; the pilot attempted to evade an imminent collision with the objects, but was unsuccessful in this manoeuvre. He reported at the intelligence debriefing that his "right wing went directly through a cluster with absolutely no effect on engines or plane surface."

The intelligence officers pressed their questioning, and the pilot stated further that one of the discs was heard to strike the tail assembly of his B-17, but that neither he nor any member of the crew heard or witnessed an explosion.

He further explained that about twenty feet from the discs the pilots sighted a mass of black debris of varying sizes in clusters of three by four feet.

The SECRET report added: "Also observed two other A/C flying through silver discs with no apparent damage. Observed discs and debris two other times but could not determine where it came from."

No further information on this baffling incident has been uncovered, with the exception that such discs were observed by pilots and crew members prior to, and after, Mission 115 of October 14, 1943.

Memorandum of October 24 1943, from Major E.R.T. Holmes, F.L.O., 1St Bombardment Division, Reference FLO/1BW/REP/126, to M.I. 15, War Office, Bombardment Division, London, S.W. (copy to Colonel E.W. Thompson, A-2, Pinetree)" [4]

Caidin's account of this event via the alleged UK document has existed in UFO legend for forty years without proof. Now I can reveal that the document exists and is almost as Caidin records it.

The document, which Caidin obviously based his account on, reads as follows. All spelling and punctuation is in the original. The file in which the document can be found is: **AIR 40/464**

At the top right of the document is a rubber stamp giving details of circulation to:

1. Col Kingman Douglas
2. A.I.3. ? (W/Cdr Smith)
3. A.I.2. ? (W/Cdr Heath)

(***Author note***: the **?** refers to a squiggle or letter I cannot decipher, although it could well be 'to'. Also the background of the stamp on which the above was written says:

Received 17 Oct 1943
Copies sent to A.I.8 (USA)

The rest of the document is as follows:

EKG. TELEGRAM EN CLAIR 4112
Recd. AMCS. 171129a hrs Oct.43

To- OIAWW, OIAJX, OISHL, HBC, AMY.

From - OIPNT

IMPORTANT. CONFIDENTIAL.

8 BC 0-1079-E
Annex to Intelligence Report Mission Schweinfurt 16 October 1943

306 Group report a partially unexploded 20mm shell imbedded above the panel in the cockpit of A/C number 412 bearing the following figures 19K43. The Group Ordnance Officer believes the steel composing the shell is of inferior grade. 348th Group reports a cluster of disks observed in the path of the formation near Schweinfurt, at the time there were no E/A above. Discs were described as silver coloured - one inch thick and three inches in diameter. They were gliding slowly down in very uniform cluster. A/C 026 was unable to avoid them and his right wing went directly through a cluster with absolutely no effect on engines or plane surface. One of the discs was heard striking tail assembly but no explosion was observed. About 20 feet from these discs a mass of black debris of varying sizes in clusters of 3 by 4 feet. Also observed 2 other A/C flying through silver discs with no apparent damage. Observed discs and debris 2 other times but could not determine where it came from.

Copies to:-

P.R. & A.I.6.
D.B.Ops
War Room
D.A.T.
A.I.3. (USA) (Action 2 copies)

View Document

Analysis

Presumably Caidin must have seen a copy of this document from one of the American recipients. The following points seem relevant:

- I have tried to check the reference Caidin gives three times now at the PRO, once by using a professional researcher. It does not exist. However the AIR files were all re-numbered at some point prior to them being located at the PRO and it is possible the reference refers to the files' original designation.

- It is also possible the reference pertains to the accompanying letter when it was sent to the USA. This is unlikely however, as the memo is stated to have been sent from one UK source to another and then on to the USA. The Rubber stamp clearly states it was received on 17 October, pre-dating Caidin's reference by seven days. But the sheer number of channels through which documents went could be the reason for this confusion, and now the original document has been located I don't think we need get hung up on the original reference any more.

- I have found no record of most of the personnel listed. However a Squadron Leader Heath was involved in the UK's investigations of the Scandinavian 'ghost rockets' in 1946.

- Besides the above, other than some possibly excusable authorial hype, Caidin has recorded the incident more or less as the document states.

Conclusion

At least we now know Caidin's reference exists! Besides that there is little to say really. The objects reported are intriguing but not completely mystifying. There were many types of flak being used by the Germans in W.W.II and several files in the PRO refer to coloured flak, flak which threw off unusual fragments, and so on. This explanation is made more likely by the fact that the 'F.L.O.' in Caidin's reference stands for 'Flak Liaison Officer', at least suggesting that the Air Ministry were treating it within a flak context.

The objects could also have been some kind of 'window' dropped by the Germans in an attempt to disrupt radar or radio communication among air crew. The explanation as to what the small objects were is now more of a task for the air historian than it is for the ufologist. What is clear from the original account is that the discs, whilst unusual, were clearly not any type of 'craft', under intelligent or purposeful control or dangerous to the air craft or crew.

In my opinion these objects do not belong in the category of sightings referred to as 'foo-fighters', both by their physical description and by their behaviour and characteristics. Although often lumped in with foo-fighter reports they are clearly different. This story has been a staple of UFO writers for the past three-four decades. Now we have further clarification and I believe that this particular mystery is more or less laid to rest. - © 2000 Andy Roberts

References

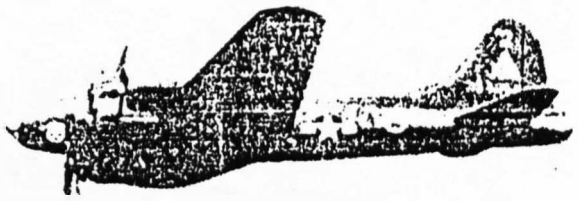
1. **UFO Brigantia** July 1990 - Return to article
2. http://www.project1947.com/arwwr.htm - Return to article
3. Caidin, Martin. **Black Thursday**, Dell 1960 - Return to article
4. ***ibid*** - Return to article

Back to ARTICLES  Return to MAIN PAGE

REPLIED 10/8/88

10-14-43

UM



R. R. WILLIAMS
(U.S. 8TH A.F. RESEARCH)
15 PERSHORE ROAD
BLOXWICH
WALSALL
W. MIDLANDS WS3 2UE

Hi Andy,

I have eventually got to write you, regarding your request for information on "foo-fighters".

It may well be that what I have to relate to you, may be duplicated by other writers, but never-the-less, in that case, it will be conformation that the strange event did occur.

My particular Group, the 384th. B.G. flew out of Grafton Underwood, in Northamptomshire, with the Mighty Eighth. On Mission 115 to the target of Schweinfurt, on the 14th October, 1943, as the 384th turned on to the bomb run after the Initial Point, the enemy a/c had left, the top turret gunner and pilots in many of the B17's reported clusters of discs in the flight path, and were closing. At de-briefing, the size was generally agreed on as being three to four inches in diameter, and were of an metallic appearance. (One pilot in B.17. 026 tried to take evasive action to avoid what was obviously going to be a coming together with these objects, and failed. The Starboard wing passed thru a whole lot of the discs, and the ship felt no effect of any sort from the encounter remaining on course, same height, same bearing.)

On return to base, aircraft were inspected after reports were filed, and no damage, other than that inflicted earlier, by enemy action, was found.

Sadly, this day, the 384th lost nine of sixteen dispatched, and, as you probably know, is now called in the annals of the story of the Eighth, as Black Thursday.

As far as I see , the only thing that may deter you from including this occurehce into your records, is the size of the objects, but then that is in your hands now.

For reference purposes, this incident was referred to in a book by Martin Caidin, called Blabk Thursday, a Bantam War Book, published February, 81.

Ihope this has been of some interest to you, drop me a line with your comments when time allows.

Good luck with your work,

Yours in friendship,

Roy Williams

Roy, R. Williams.

10-29-

UM

WW-II

This was taken from the August 1994 issue of "The Raven", newsletter of the 301st BG association. An interesting mention of a "foo Fighter" or UFO. Just a line but thought many would be interested.

The 15th AAF began night raids, calling the operation "Lone Wolf." The (LW) after the date designates a Lone Wolf mission.

The following account by William A. Schultz, a 419th pilot, describes the use of RADAR on one af the few missions of this type flown by the 15th AAF.

Oct. 29 Mission #365 - Munich West M/Y (night mission)

Twelve pilots were selected from the 5th Wing (B-17s) to fly the first night mission by the U.S. Army Air Force in the Mediterranean Theatre of Operations. As one of the pilots, my scheduled bomb drop was 2:15 A.M. The crew assembled for briefing and was jeeped to our plane at 10:00 P.M., take off was 10:30. Our twelve plane bombing intervals were approximately 15 minutes. This nuisance raid was significant in that not only was the mission at night, but we were equipped with twelve 500 pound bombs with six instantaneous explosives and six delayed action fuses from 5 to 72 hours. Demoralizing!

In flight, over the Adriatic, the crew test-fired our guns about 10:45 P.M. We saw tracer flashes ahead and signaled with our scope light the proper call letters. As we approached the north shore of the Adriatic enroute to Munich, we could see by the moonlight heavy cloud formation over the Alps. It had to be a cold front coming down from Germany. At 20,000 feet there was a "saddle back" in the frontal mass of clouds and we picked this to go through. We encountered severe down drafts and lost 1000 feet of altitude in seconds, then through the opening, we encountered up drafts that made the plane rise like an elevator another 2000 feet. As we approached Innsbruck, the IP, we were above the clouds at 26,000 feet when we encountered tracer shells coming toward our plane. T/Sgt. Dominick Walicki, crew chief and top turret gunner yelled, "Ju-88 at 10 o'clock!" It looked like a twin engine aircraft. We immediately dove down into the clouds. I told the crew members to hold their fire as we had no flame dampeners on our guns and we did not wish to give our position away to other enemy aircraft that might be

in the vicinity.

Note:

Our plane was equipped with a "Mickey Scope" (radar) that could "see" through the clouds. The Mickey navigator informed me when we were over the IP and gave directions to the West Marshalling Yard at approximately 1:45 A.M. We had broken out of the high scattered clouds when a strange phenomenon occurred. A light blue colored ball of fire approximately three feet in diameter appeared about 40 feet off of our right wing tip. It actually flew along with us for about 30 seconds with streams of fire trailing down, but it was too large to be a plane. To this day, I don't know what it was.

(End of part about the UFO)

As we approached the west side of Munich, we encountered heavy antiaircraft fire and surmised that we were too close to the German Airdrome S.W. of Munich where the Me-262s were being manufactured. Upon encountering heavy flak, we made a sharp turn to the left to avoid the concentration. The navigator said to take a 90 degree course to the target. This of course put us right through the middle of the flak, but the correction was made and I related to Lt. Jess Miller, our bombardier, to keep the bomb bay doors closed until we were about one minute from the target. The flak was intense. We made the drop and immediately dove and banked at 45 degrees to our right, approximately 200 feet. Our tail gunner, Sgt. Orvin Larson, relayed to me the track of shell bursts, and taking evasive action, rolling 45 degrees to our left, there would be a cluster of shell fire at the point where we made the turn. That old B-17 was creaking from the strain of doing over 200 MPH during the evasive dives. Over the target, we were hit at the chin turret and that was disabled. The windshield in front of the pilot was cracked. The rudder became like a sieve and my radio operator, Sgt. Stempien, had his oxygen mask hose cut by a piece of shrapnel. Shortly after taking evasive action, the #2 engine was hit and feathered. Sgt. Phil Smith, the right waist gunner, advised that he thought the #2 engine was on fire and this was extinguished and the prop feathered before we lost our hydraulic oil.

- 1944 -

— — 44

FM

MEXICO

aircat 1944 Text from Alfonso Salazar (rec'd. 8-4-14)

aircat_FM_1944_Mexico.doc
rec'd. 8-4-14 from Alfonso Salazar

REPORTES DE OVNIS EN LA II GUERRA MUNDIAL POR PILOTOS.

Inbox

Alfonso Salazar

Attachments6:24 PM (21 hours ago)

to Carlos, Alfonso, me, Antoherce, Arturo

PROYECTO 1947

UFO INFORMES - 1944

En el camino, encontré una cabina telefónlca y llamé Splitt. [Orville Splitt, sección de la revista Relaciones Públlcas Pentágono]

"Foo fighters?" , dijo. "Claro, me acuerdo de esas historias. ¿Crees que esas son sus platillos voladores?"

Le oía risita.

"Sólo comprobar los ángulos", le dije. "¿No dijo la Octava Fuerza Aérea investigar los Foo Fighters?"

"Sí, y no encontraron nada para respaldar los hilos de los pilotos. Apenas nervios de guerra, al parecer."

"¿Qué tal un vistazo al informe de inteligencia?" Yo pregunté.

"Espera un minuto." Splitt se había ido por el doble de ese tiempo, y luego regresó. "Lo siento, es clasificada."

"Si todo esto es una tontería, ¿por qué mantener la tapa sobre el mismo?" -Pregunté. Yo estaba dolorido de nuevo.

"Mira, Don," dijo Splitt, "Yo no hago las reglas."

"Claro, yo sé - lo siento", le dije.

(pp. 30)

tres metros de diámetro apareció a unos 40 metros fuera de nuestra punta del ala derecha. En realidad, voló junto con nosotros durante unos 30 segundos, con ríos de fuego se arrastra hacia abajo, pero era demasiado grande como para ser un avión. A día de hoy, no sé lo que era.

(Fin de la parte sobre el "OVNI").

Cuando nos acercamos a la parte oeste de Munich, nos encontramos con un intenso fuego antiaéreo y supusimos que estábamos demasiado cerca de la alemana Airdrome SW de Munich, donde se fabricaban los Me-262s. Al encontrarse con el fuego antiaéreo pesado, hicimos un giro brusco a la izquierda para evitar la concentración. El navegante dijo que tomar un curso de 90 grados hacia el objetivo. Por supuesto, esto nos puso justo en el medio del fuego antiaéreo, pero la corrección se hizo y me relaciona con el teniente Jess Miller, nuestro bombardier, para mantener las puertas de la bodega de bombas cerradas hasta que estábamos a un minuto del objetivo. El fuego antiaéreo era intensa. Hicimos el descenso e inmediatamente paloma y banked a 45 grados a la derecha, a unos 200 metros. Nuestro artillero de cola, el sargento Orvin Larson, me relató la pista de ráfagas de concha, y tomar una acción evasiva, rodando 45 grados a nuestra izquierda, habría un grupo de fuego de artillería en el punto en que hicimos la vuelta. Ese viejo B-17 crujía de la cepa de hacer más de 200 MPH durante las inmersiones evasivas. Con el objetivo, fuimos golpeados en la torreta de la barbilla y que se había desactivado. El parabrisas delante del piloto estaba roto. El timón se convirtió como un colador y mi operador de radio, el sargento. Stempien, tenía su máscara de oxígeno de la manguera cortada por un trozo de metralla. Poco después de tomar una acción evasiva, el motor # 2 fue alcanzado y plumas. Sargento. Phil Smith, el artillero de cintura derecha, informó que él pensaba que el motor # 2 estaba en llamas y esta se extinguió y el puntal de pluma antes de que perdiéramos nuestro aceite hidráulico

++++++++++++++++++ Following is Google-Translation of above text +++++++++++++++++

UFO REPORTS IN WORLD WAR II BY PILOTS.

Inbox

x

Alfonso Salazar

Attachments6: 24 PM (21 hours ago)

to Carlos, Alfonso I, Antoherce, Arturo

DRAFT 1947

UFO REPORTS - 1944

On the way, I found a phone booth and called Splitt. [Orville Splitt, magazine section Pentagon PR]

WW-II — FARCE —

K-1-14
1000

NUFORC Home Page

Web Report Indexes : by Event Date | by Location | by Shape | by Posting Date

National UFO Reporting Center

Sighting Report

Occurred : 1/1/1944 10:00 (Entered as : 01/01/1944 10:00)
Reported: 1/20/2003 6:20:56 PM 18:20
Posted: 1/26/2003
Location: wilderness, WV
Shape: Disk
Duration:3 weeks

US fighter planes shoot down pre Roswell UFO then military scour crash site & bury UFO remains at wilderness site

Prior to Roswell US fighter planes [illegible] Wilderness mountains outside Washington, D.C. (West Virginia or Western Maryland mountains). The fighter plane bullets made holes in the craft which was shaped as two saucers together but each hole was closed back up until there were so many hits the saucer wasn't able to recover. Parachute devices ejected. The saucer was lost in the clouds. Crack crash teams left Bolling Air Base or Andrews Air Base. Civilian and military members found the remains. A gigantic hole was found in the side of mountain near top with large trees sheered in half as craft plowed into top side of mountain. No survivors were found. No dead bodies were found. The craft exploded upon impact. Many of the thousands of pieces from the craft were field tested. The exercise lasted 3 weeks in complete secrecy. All the craft pieces not taken away were buried in a large hole with dynamite. All the men were ordered not to talk and could not bring any of the material from the craft. The metal had many qualities such as being as lite as aluminum foil etc.

NO!

Absurd

"UFO Sighting From an Aircraft"- Report Form

Case No.: _____

Date: - - 44
Time: NIGHT
N = 3 observ.
Altitude (ft) 1 K
Weather: very dark
(IFR), VFR
Comm'l, Private, ~~Military~~ (USA), foreign

(A) Primary witness: JAMES S. HEAVERLO crew: (P), CP, _____
(B) Second witness: _____ crew: P, (CP), _____
(C) Third witness: _____ crew: Flt. Engr.
(D) Other witnesses & circumstances: WW-II ; Typ. 16 to 20 hr flight.

Reference: Pilot report form recd. 10/19/01 ✓

Date: _____ Signature _____

Witness consent: "I hereby permit my name to be publically associated with the data I have given on this form:

Flight Details: (Spatial) Lat. [~1° Ø' " (N) S] Long. [20° Ø' " E (W)]
1. Location (flt. path): Origin: NATAL, BRAZIL Dest. NATAL - 6 S, 35° W
1.1 Sighting (initial) location: ≃ 500 W of African Coast - Just after 180°
2. Did A/C change flt. bearing due to sighting? yes, no (if yes, cont. 2.1)
2.1 Orig. bearing: SW deg. Changed to: _____ deg. Chg to: _____ deg.
3. Altitude at time of sighting: 1 K ft. (Type: Abs., Ind., Press. True)
3.1 Alt. Chg. due to sighting? yes, no (if yes, cont. 3.2)
3.2 A/C ascend, descend
3.3 Rate of 3.2: _____ ft/sec accurate, approx.
4. A/C Attitude: _____
5. Other A/C involv. yes, no (details in 5.1)
5.1 _____

Flight Details: (Temporal)
7. IAS: 140 mph, (knots)
8. Accel: yes, no (if yes, cont. 8.1)
8.1 accel: _____ ft/sec accurate, approx.
9. TAS: _____ mph, kts.
10. GMT: _____ hrs.
11. Local Time: _____ (zone: _____)
12. UFO Sighting duration: 1-3 (sec)

Flight Details: (Aircraft)
17. Jet, (prop), rocket
18. Commercial: Airline: U.S. NAVY
18.1 Flt. No.: _____
18.2 A/C Model: P2M3
18.3
19. Window through which UFO first obs.: (A) Forward
19.1 Est. visibility of 19: clear
19.2 Other windows used: ( )
19.3 cont. 19.2 ( )
20. Radar contact: yes, (no) (if yes, cont. 20.1)
20.1 Details: A/C - no contact

Observer Details:
24. Age: (A): 25 (B): _____ (C): _____
25. Flt. Hrs. (A): 10001 (B): _____ (C): _____
26. Med. Certif. (A): _____ (B): _____ (C): _____
27. Prev. UFO exper. (A): _____ (B): _____ (C): _____
28. Was formal rept. filed on sighting? yes, (no)
28.1 (If no, why not?): _____
28.2 Rept. Submitted to Whom? No one ever disc. us
28.3 Any known follow up: _____

UFO Characteristics (Only (A)
32. Mag. Bearing: NE deg.
33. Vel. MACH mph, kts
33.1 vel. (how det.): est.
33.2 accel: _____
34. Ang. size: 50 ft. diam
34.1 (34. how det) est. "huge ball"
35. Luminosity: white, glowing "not glary"
36. Shape round
37. Structural Details: _____
38. Sketch made? (yes), no
38.1 Photos ( ) obtained
38.2 (38.1 details) _____
39. No. UFOs: _____
40. Atmosph. traces: No tail No turbulence
41. UFO: friendly, hostile, nor
41.1 (41 details) _____
42. UFO disappearance detail:
43. Altitude:
44. Misc. No cockpit ~~illum~~ produced. Passed 50 ft above A/C

9-2-75 rh

( ) see over for further in

MAR 10 1977 11

Dr. R. F. Haines
(h) 360-240-9191
OAK HARBOR, WASH 98277
arc1@worldnet.att.net

NARCAP.ORG

NATIONAL AVIATION REPORTING CENTER FOR ANOMALOUS PHENOMENA

Please print out this form, fill it in, then send it to the address provided below.

PILOT SIGHTING REPORT FORM

IDENTIFICATION STRIP: YOUR IDENTITY WILL BE SAFEGUARDED THROUGH ASSIGNMENT OF A UNIQUE CODE NUMBER BY A ***NARCAP*** DATA ANALYST. YOU WILL NOT BE IDENTIFIED PUBLICLY WITH THE INFORMATION YOU PROVIDE. ALL U.S. FEDERAL LAWS RELATED TO RIGHTS OF PRIVACY WILL BE MAINTAINED. THIS IDENTIFICATION STRIP WILL BE REMOVED AFTER ***NARCAP*** HAS DETERMINED IF IT IS NECESSARY TO CONTACT YOU FOR FURTHER INFORMATION.

PILOT OBSERVER INFORMATION

Leave Space below blank

NARCAP Date–Time Stamp

Rec'd 10/19/01

Print your name: JAMES (First) S. (M.I.) HEAVERLO (Last)

Mailing Address: PO Box 250

City KIRKLAND State WA Zip 98083

Telephone: (home) (425) 822 - 8401 Hours:

Alternate phone: ( ) ____ - ____ Hours:

Your Commercial License Number:
Naval Aviator RET ::

---------- CUT HERE ---------- CUT HERE ----------

National Aviation Reporting Center on Anomalous Phenomena

Pilot Aerial Sighting Report Rept. No. ____-____

All names and personal information you provide will be kept confidential unless you give specific written permission to disclose it. This information is for research purposes only.

When completed, please return this form to:
NARCAP
P.O. Box 140
Boulder Creek, CA 95006

leave blank for NARCAP analyst use

Local Time (24 hr. clock): NIGHT
Date: m____ d____ y 44

Receiving Site: _____

Set type: _____

Rec'd. _____

De-identified by: _____
Date: _____

Part I. DETAILS OF THE ANOMALOUS PHENOMENON:

Date of Event: 1944 Local Time of Event: NIGHT

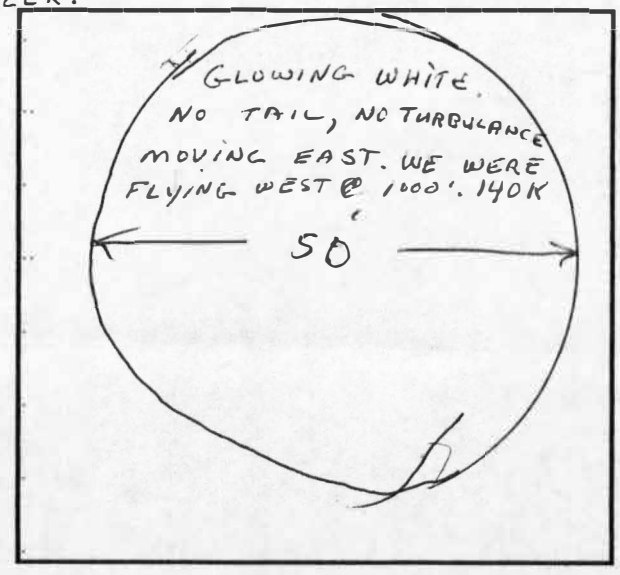
1. Please describe what you witnessed. Be as complete as possible. (Use opposite side of page if necessary.)

SUB PATROL OUT OF NATAL BRAZIL TO WITHIN 500 MILES OF THE COAST OF AFRICA AND RETURN, PLANE - PBM 3 SEARCH LIGHT PATROL. RADAR - BEST AIRBORN NAVY HAD. JUST TURNE TOWARD WEST HEADED BACK TO BASE. NIGHT VERY BLACK. NO INDICATION OF OBJECT SEEN ON RADAR. 40' TO 50' WHITE LIGHT STREAKED OVER OUR AIRCRAFT AT WARP (4 MACH) SPEED 50' ABOVE AIRCRAFT. IT WAS A GLOWING WHITE BALL, CAST NO LIGHT IN AIRCRAFT COCKPIT. 3 VIEWERS SAW LIGHT. PILOT COPILOT & 2ND FLIGHT ENGINEER.

2. Now draw a sketch of what you saw. If you were able to see it from two or more different angles, simply draw what you saw each time and label each sketch (A), (B), etc. to indicate the order in which you saw it. Also, draw an arrow pointing gravitationally upward and aircraft windshield struts/frames/etc.

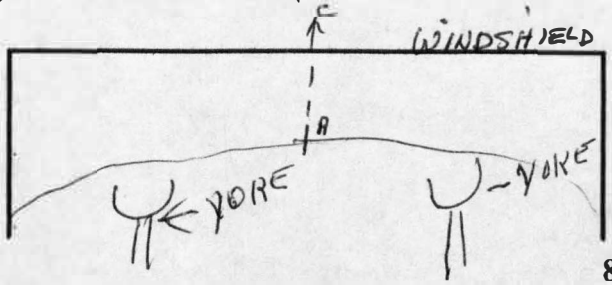
If the Earth's horizon was visible draw it in also.

Finally, draw magnetic compass heading Tick marks across the bottom of the box and label several according to your heading--as related to your sketches.



3. Did the object (phenomenon) appear to move relative to your aircraft's window frame(s) during your sighting? (check one) . . . . . ☒ No ☐ Unsure ☒ Yes

If "yes" please use a dashed line to indicate this apparent motion in the box to the right. Mark an "a" at the location the object was first seen, a "b", "c" etc. for subsequent locations. Be sure to indicate aircraft window frame(s) if present to



allow angular estimates to be made. For uneven, jerky motion, place "a", "b", "c" etc. at one-second intervals.

4. Did the object (phenomenon) appear to move relative to any stable background detail during your sighting? (check one) . . . . . ☒ No ☐ Unsure ☐ Yes

4.1 If the object appeared to move, please estimate its apparent angular velocity. MACH SPEED Deg/Sec. Motion seen in relation to: OUR PLANE

4.2 Did the object move behind in front of (circle) anything? MOVED OVER OUR CRAFT @ ABOUT OUR ALTITUDE, 5-0' ABOVE US ☐ No ☐ Unsure ☐ Yes

4.3 Did the object (phenomenon) appear (check) ☒ Solid ☐ Transparent ☐ Couldn't tell

4.4 Did you observe the object through (check) ☐ Binoculars ☐ Telescope ☐ Camera viewfinder Other EYES

4.5 About how large did the object appear as compared with one of the following items held at arm's length? (Note: The equivalent visual angles are based upon an average arm-reach distance of 26").

	Equiv. Visual Angle
☐ Head of pin	(0° 4.1') (Assume .031")
☐ Pea	(0° 8.2') (Assume .062")
☐ Dime	(1° 31')
☐ Nickel	(1° 47')
☐ Quarter	(2° 3.9')
☐ Half-dollar	(2° 37')
☐ Baseball	(6° 17')
☐ Grapefruit	(10° 53') (Assume 5" diam)
☐ Basketball	(20° 10')
☐ Other: HUGH BALL	

(If object changed size during the sighting, just place a "1", "2", "3", etc. at the check marks to represent the order in which the size change occurred.)

4.6 How certain are you of your answer to the previous question 4.5? (check one) ☒ Very sure ☐ Fairly certain ☐ Not very sure ☐ Uncertain (only a guess)

4.7 Did the object (phenomenon)? (check all that are appropriate)

(a) Change shape	☐ No	☐ Don't know	☐ Yes
(b) Flicker, throb, pulse	☒ No	☐ Don't know	☐ Yes
(c) Break up into parts or explode	☒ No	☐ Don't know	☐ Yes
(d) Suddenly accelerate	☒ No	☐ Don't know	☐ Yes
(e) Give off smoke, vapor, trail	☒ No	☐ Don't know	☐ Yes
(f) Appear to stand still whole time	☒ No	☐ Don't know	☐ Yes
	☐ No	☐ Don't know	☐ Yes
(g) Change color(s)	☒ No	☐ Don't know	☐ Yes
(h) Appear on your aircraft's radar	☒ No	☐ Don't know	☐ Yes (If "yes" elaborate)
(i) Appear on any ground radar	☐ No	☒ Don't know	☐ Yes (If "yes" please elaborate here: _____

4.8 Did you experience any buffeting which you think was caused by the encounter?
☒ No ☐ Possibly ☐ Yes (If "yes" elaborate)
_____

5. How did the object first become noticed?
(check all appropriate boxes)
☐ It was already present and I happened to look at it.
☐ Someone else saw it first: (Give name: _____)
☐ It suddenly appeared at or near where I was looking.
☐ It gradually faded into sight where I was looking.
☒ Other (specify): CAME AT US DIRECTLY AS THOUGH OBSERVING US

6. How did the object disappear? (check all appropriate boxes)
☐ I looked away and when I looked back it was gone.
☐ It suddenly disappeared from sight for no reason, i.e., it didn't pass behind a cloud, etc.
☐ It gradually faded from sight without changing size.
☐ It faded from sight by becoming smaller and smaller.
☐ It faded from sight (apparently) by traveling away.
☒ Other (specify): AFTER PASSING OUR COCKPIT VIEW IT WAS GONE, A MATTER OF 1-3 SECONDS

7. What distinguishable detail(s) did you see on or nearby the object? (check all appropriate boxes)
☒ None
☐ Sharply defined egde(s)
☐ Fuzzy edge(s)
☐ Darker porthole-like areas: (Shape was _____)
☐ Lighter intensity portholes: (Shape was _____)
☐ Seam(s), rivets, etc.
☐ Markings
☐ Atmospheric effect(s): (Describe
_____
_____

8. Did you notice anything unusual happen in the cockpit just before, during, or just after the sighting? (check one)
☒ No ☐ Unsure ☐ Yes

If "yes" desribe as fully as you can.
_____
_____

9. What do you think made the object visible? (check all appropriate boxes)
☐ It reflected ambient light (sun; moon) (circle)
☒ It emitted its own light (If checked elaborate on colors, brightnesses, etc. seen)
WHITE, BRIGHT BUT NOT GLARY
_____
_____

10. Where was the Sun Moon (circle) during the sighting?
☐ At _____ degrees elevation above the horizon, and at _____ degrees bearing relative to aircraft heading

to Right Left (circle one).

11. If you experienced any physiological sensations during the sighting, check all appropriate boxes to the right.

If you experienced any non-normal sensations within 24 hrs after the sighting please place an X at the right of the appropriate line(s) provided.

- ☐ Eye strain due to very high brightness __
- ☐ Eye strain for any other reasons: (Explain _____)
- ☐ Tingling sensation(s): (Body location _____)
- ☐ Mild pain: (Body location _____)
- ☐ Intense, acute pain: (Body location _____)
- ☐ Heat ___
- ☐ Odor(s) (Describe _____)
- ☐ Taste(s): (Describe _____)
- ☐ Sound(s): (Describe _____)
- ☐ Other (_____)

12. What do you think the object (phenomenon) was? Be as precise as possible including whatever supporting facts you desire.

THERE WERE NO DISCUSSIONS OF U.F.O's IN 1943. WE DID NOT REPORT THE SIGHTING. FELT IT WAS OF GREAT SPEED UNDER CONTROL BUT HAD NO IDEA WHAT IT WAS.

13. Have you ever seen anything while flying or on the ground that you thought was an unidentified flying object prior to this?

☒ No ☐ Unsure ☐ Yes (If "yes" please give details):
_____
_____

Part II. AIRCRAFT FLIGHT DETAILS: (Spatial)

14. Where did you take off from?
Lat. ___° ___' ___" N S;
Airport Name (Initials): NAVAL SEAPLANE BASE NATAL BRAZIL
Long. ___° ___' ___" E W (if known)

15. What was your intended final destination?
Lat. ___° ___' ___" N S;
PATROL FROM NATAL TO 500 MILES OFF COAST OF AFRICA & RETURN TO BASE
Long. ___° ___' ___" E W (if known)

16. Sighting location. Where were you when you first sighted the object? Be as precise as possible.

(If appropriate, specify)
Lat. ___° ___' ___" N S;
Long. ___° ___' ___" E W

HAD TURNED TO RETURN TO BASE 500 - 600 MI. OFF AFRICA
From _____ VOR _____ RADIAL _____ DME
Elaborate if necessary: _____
_____

17. Check box to indicate where you were during the sighting.

- ☐ Taxi to takeoff
- ☐ During takeoff
- ☐ Climb to cruise altitude at (_____ ft/min)
- ☐ At cruise altitude of (1000 ft) PATROL
- ☐ Descending for approach to land at (_____ ft/min)
- ☐ Final approach (i.e., within outer marker)
- ☐ Landing or rolllout
- ☐ Other: (specify

_____)

18. Check all appropriate boxes to indicate what you did as a direct response of sighting the object (phenomenon).

☒ Nothing that was not already planned
☐ Changed heading by turning right left (circle)
☐ Changed altitude by climbing descending (circle)
☐ Took immediate evasive action (Describe

_____

_____

_____)

(Please elaborate on all items on the opposite side if necessary)

☐ Turned my landing lights on off (circle)
☒ Used my radio to contact: (Specify whom
DID NOT SHOW UP ON RADAL
APPROACHING OR DEPARTING)
☐ Changed my power setting
☐ Pointed it out to (Specify name(s) _____

_____)

☐ Attempted to follow chase (circle) it for the following reason(s):
(_____

_____)

☒ Other: CONTINUED OUR PATROL

_____

19. Please use this space to add any other details/observations/facts that are related to the geographic/spatial location of your sighting.

_____
_____
_____
_____

Part III. AIRCRAFT FLIGHT DETAILS: (Temporal) DATE OF EVENT:

20. When did you takeoff? 12 AM PM (local) (GMT _____Z)
_____ Time zone ☐ Daylight savings ☐ Standard time

21. When did you plan to land (scheduled)? 16 -20 HOURS LATER AM PM (local) (GMT _____Z)
_____ Time zone (if ifferent from above)
d

22. When did you first see the object (phenomenon)? _____ AM PM (local) (GMT _____Z)

23. when did you last see the object (phenomenon)? _____ AM PM (local) (GMT _____Z)

(Calculated total sighting duration) (1-3 sec.) ts: _____
Commen

_____

24. What did you look at (or do) to determine the above times?

☐ Looked at my wristwatch: (Est. accuracy to _____)
☐ Looked at cockpit clock: (Est. accuracy to _____)
ESTIMATED

☐ Radioed to crewmember for time
☐ Radioed to ground for time: (Info. rec'd. from _____ _____)
☐ I did not determine initial final (circle) times(s)
☐ Other: ESTIMATED

25. Did you have any indication (real or imaginary) of a loss of time, i.e., a period for which you cannot account?
☐ Possibly yes
☐ Definitely yes: (Elaborate _____ _____)
☐ Unsure but probably no
☒ Definitely no

26. Did you land at your pre-planned or scheduled time?
☒ Yes (within normal tolerance limits)
☐ No (Please explain why _____ _____)

27. Use this space to add any other details/observations/facts that are related to the timing of your sighting. _____ _____ _____

Part IV. SIGHTING AIRCRAFT DETAILS:

28. Type of aircraft (check)
☐ Single engine
☒ Multi engine (no. PBM)
☒ Propeller
☐ Jet
☐ Rocket
☐ Glider
☐ Balloon

29. Model name/number/airframe mfgr. PBM 3

30. Aircraft registration number. _____

31. Airline name (if appropriate) US NAVY

32. Scheduled flight number. _____

33. Object (phenomenon) was seen through the following window(s). WINDSHIELD _____

34. Describe as precisely as you can the apparent clarity/scratches/etc. of these windows. GOOD _____

35. About how familiar were you with this particular aircraft and its "peculiarities" of flight control?
☒ Very familiar: (I had about 1000 + hrs. flt. time)
☐ Reasonably familiar: (Comments _____)

36. Use this space to add any other pertinent details about the aircraft in which you were located during this sighting.

37. What was your indicated airspeed? Approx 140 Kn ~~mph~~ knots (circle one)

38. What was your ground speed (if known)? _____ mph knots (circle one)

Part V. WEATHER DETAILS:

39. I obtained the following weather information from: (check all that apply)
- ☐ Flight service station
- ☐ Terminal forecast
- ☐ SIGMET or AIRMET
- ☐ FD (winds-temp. aloft)
- ☒ Other: DARK NIGHT

40. Visibility and clouds: (check)
- ☐ Clear (visibility greater than 15 miles)
- ☐ Clear (visibility 3 to 15 miles)
- ☐ Broken clouds - sky cover in tenths was ____
  - Cloud type (s): ☐ Cumulus ☐ Stratus ☐ Cirrus ☐ Other: _____
- ☐ Heavy overcast: below above (circle) my aircraft
- ☐ Flying in clouds at the time
- ☒ Other: NIGHT & FLIGHT

41. Did you file a flight plan? (check one) ☐ No ☒ Yes

42. Were you flying: (check one) ☒ IFR ☐ VFR

43. Sky condition was: (check one)
- ☐ Bright daylight
- ☐ Dull daylight (slight overcast, smog)
- ☐ Twilight
- ☐ Trace of daylight
- ☒ Dark - no Moonlight
- ☐ Dark - Moonlight present from: ☐ Full ☐ 3/4 visible ☐ 1/2 visible ☐ Crescent
- ☐ A few stars visible
- ☐ All stars visible (very clear)
- ☐ Don't remember

44. Outside air temperature was: _____ TAT = _____

45. What was the wind direction and velocity? _____

46. Use this space to add any other details about the weather at the time and location of the sighting. _____

Part VI. EYEWITNESS DETAILS:

NOTE: This information will be kept confidential unless you indicate in the space below that it may be disclosed publicly.

47. Your full name: JAMES S. HEAVERLO
First Middle Last

48. Your mailing address:
PO BOX 250 KIRKLAND WA 98083
Street City/Town State/Province Zip

49. Your age at the time of sighting: 25 years

50. Your sex: (check) ☒ Male ☐ Female

51. Occupation: AT TIME OF SIGHTING NAVAL AVIATOR

52. Marital status: (check one) ☐ Single ☒ Married ☐ Divorced (widowed)

53. Telephone: area code (425) number (822-8401)

54. Highest education level: _____

55. Describe military aviation experience (if any):
NAVAL AVIATOR

56. During the sighting were you wearing: (check)
- ☐ Prescription eyeglasses (no tint)
- ☐ Prescription eyeglasses (with tint)
- ☐ Contact lenses
- ☐ Polarizing sunglasses only
- ☐ Non-polarizing sunglasses
- ☒ No eyeglasses of any kind

PLEASE READ CAREFULLY (Sign one of the two statements that expresses your wishes.)

"I hereby permit my name to be publicly associated with the information I have free given on this form."
James S. Heaverlo

"I do not permit my name to be publicly associated with the information I have freely given on this form."
_____

Copyright 1980, Richard F. Haines

Return to Front Page

Copyright 2000 National Aviation Reporting Center For Anomalous Phenomena

PRE- -42

Re: Aircraft/UFO Encounter Prior to 1942

From: **jan@cyberzone.net (Jan Aldrich)**
Date: Fri, 05 Sep 1997 11:43:35 -0700
Fwd Date: Fri, 05 Sep 1997 23:54:09 -0400
Subject: Re: Aircraft/UFO Encounter Prior to 1942

When Dominique Weinstein started his Aircraft/UFO Encounters Catalogue, he began with the year 1942. I told him that no doubt there were aircraft encounters before 1942 which should be easy to find. Was I ever wrong.

After consulting much of the literature, talking to UFO historians, and visiting Dr. Richard Haines, here are the few cases, some of very doubtful reliability, which I have found. Jeff Lindell told me he had vague references to sightings by French military pilots in War World I, but he had nothing specific. New cases and further details are welcome.

1916 Jan 31, 2045 hours, local, Near Rochford, England, Flight Sub Lieutenant J. E. Morgan. Flying at 5000 feet, he saw a row of lights like lighted windows on a railway carriage with the blinds drawn. Thinking he had encountered a German Zeppelin, he fired his Webley Scott pistol. The light rose and rapidly disappeared. (First sighting from an aircraft, first firing on UFO from an aircraft.)

Source: THE GERMAN AIR RAIDS ON ENGLAND, 1914-1918, by Capt. Joseph Morris (London 1925), page 81 (Credit: Dr. Thomas E. Bullard)

1926 Jan, 1300 hours, local, Between Wichita, Kansas and Colorado Springs, Colorado. Bert Anacosta, a stunt pilot saw six "flying manhole covers." (This is a third hand report. C. W. Finch, an Ohio researcher, went to a lot of trouble to verify the original story which came from Frank Edwards. Fitch had no luck. Some accounts give 1922 as the date, but 1926 is the date in all of Finch's documents.)

Source: PROJECT DELTA, by Dr. Richard Haines, page 152.

1931 June 10, afternoon, Tasman Sea, Sir Francis Chinchester. "A flashing airship" seen from a converted "Gypsy Moth" aircraft. Chincherster first published his account first in 1932.

Source: THE OZ FILES, William Chalker
THE LONELY SEA AND THE SKY, Sir Francis Chinchecster (Pan , London, 1964,), page 185.

1932, Daytime, East Coast of Greenland, LTC Peter Grunnet and LT Tage Anderson, Royal Danish Air Force. (See account below.)

THE SAGA UFO REPORT for October 1977 carried an article entitled "UFO Crisis over Greenland" by Rufus Drake. (SAGA magazine like many other magazines in the late 1960s and 1970s, also had a UFO magazine with the same title. Barry Greenwood wrote to several and found that many of the stories originated from letters the magazines received. He had no luck in getting the magazines to show him their material.)

Here is a very interesting--if true--report from the article:

"The earliest UFO sighting by Danish fliers occurred in 1932 when three H. E. 8 seaplanes were dispatched to the east coast of Greenland to conduct a photogrammetric survey.

"In those days, manned aircraft had no heaters, insulation or pressure suits. Only the daring and hardy ventured into the glacier zone in wood and canvas planes, and many failed to return. The pilot during this particular UFO incident was Lt. Col. Peter Grunnet, a supremely rugged figure who lives quietly in retirement today. His copilot was Lt. Tage Anderson, who in later years became Commander-in-Chief of R. D. A. F., and died in 1961.

"'We had many adventures flying under primitive conditions in the frozen north,' says Grunnet. 'But none compared with this.'

Huddled under body-length parkas and numbed by the cold, their breath forming clouds of condensation in front of them, Grunnet and Anderson coaxed the trouble-prone H. E. 8 over a mirror like section of sprawling glacier. Suddenly, the copilot spotted a second shadow pursuing the shadow of their seaplane across the ice.

"'I looked back and saw something that didn't make sense," Anderson was quoted.

"About a mile behind their plane partly obscured by the glare of sun against snow, a flying object was following their flight course. Grunnet eased his throttle forward. The engines of his H. E. 8 gnashed and vibrated noisily as he forced the plane into a shallow turn, to get a better view of the alien object.

"'It was nothing like flying machines of that period,' Grunnet, recalling the UFO sighting recently during a visit to the U. S. 'It was hexagonal, flat, and seemingly made of aluminum or some other metal, with no breaks in the surface and no rivets.

"'At the time, I had a spooky feeling. I can't explain it. It was as if I 'felt' the presence of whoever was inside that craft--and the feeling was hostile. In the years since, I've realized that the craft was 'saucer' shaped, and I believe it really was a flying saucer.'"

Do our Scandinavian colleagues know anything about this story? Was it made up by the SAGA writer?

1937 Jan, Van Buren, Missouri, A local pilot chased a flying disk. The pilot would later became a state government official.

Source: PROJECT IDENTIFICATION by H. D. Rutledge, page 213 Hatch, Larry, *U* database

1937 Jan 1, 1200 hours, local, At the Virginia-North Carolina border, Howard S. Behr, LTC, USAF, retired. He was flying a plane south at 3000 feet. A gondola shaped object of gun metal color crossed his flight path. He was flying a Curtis Wright Sedan. He was military pilot flying in a non-duty status in a private plane.

Source: CUFOS files. (Credit: Jerry Clark.)
Jan Aldrich
Project 1947

Search for other documents to/from: jan

[Next Message | Previous Message | This Day's Messages]
[This Month's Index | UFO UpDates Main Index | MUFON Ontario]

UFO UpDates - Toronto - updates@globalserve.net
Operated by Errol Bruce-Knapp - ++ 416-696-0145

A Hand-Operated E-Mail Subscription Service for the Study of UFO Related Phenomena.
To subscribe please send your first and last name to updates@globalserve.net
Message submissions should be sent to the same address.

[UFO Topics | UFO People | Ufomind What's New | Ufomind Top Level]

To preserve this message for future reference...
Link it to the appropriate Ufologist or UFO Topic page. Any message not linked to one of those pages may be deleted eventually.

Archived as a public service by Area 51 Research Center which is not responsible for content.
Software by Glenn Campbell. Technical contact: webmaster@ufomind.com

Financial support for this web server is provided by the Research Center Catalog.

AIRCRAFT UFO ENCOUNTERS / ELECTRO-MAGNETIC EFFECTS CASES — 1944

440200E M/E

01.Date	February 1944	04.Country	Australia
02.Time	02:30	05.Location	Bass Strait
03.Duration	20 mn (about)	06.Spatial	Lat. [39° 30 ' " S] Long. [145° 50' " E]

AIRCRAFT INFORMATIONS			
07.Type of Aircraft	Bristol Beaufort bomber	08.Airline / Air Force	RAAF
09.Flight origin		10.Flight destination	
11.Flight N°/ AF Unit		12.Heading	
13.Speed	235 mph (400 kph)	14.Altitude	4,500 ft (1,400 m)
15. Weather			

UFO INFORMATIONS (*)			
16.Number of objects	one	17.Shape	dark shadow
18.Size		19.Color	dark
20.Altitude		21.Speed	1200 kph (705 mph)
22.Course	paced the aircraft	23.Trajectory	
24.Clock position		25.Distance UFO - A/C	100-150 ft (35 m)

(*) according to pilot(s) estimation

RADAR INFORMATIONS(**)					
26.Radar set number			27.Radar location		
28.Target number			29.Target size		
30.Target distance			31.Target trajectory		
32.Target altitude		33. speed		34.Duration	

(**) For Radar-Visual cases

ELECTRO-MAGNETIC EFFECTS (EME) ON AIRCRAFT (***)				
Level 1	Affected equipment (Level 2)	●	description of effects (Level 3)	Codes
35.Autopilot system (A)	(A) Altitude-hold mode of operation			
	(H) Heading mode of operation			
	(L) localizer (VOR) mode of operation			
36.Electrical system (general category) (E)	(A) Altimeter system (all types)			
	(B) Bank / turn indicater.			
	(C) Circuit breakers / fuses, etc...			
	(D) Automatic direction finder (ADF)	●	refused totally to function	EDF
	(E) Distance measuring equipment			
	(G) Gyro-compass system			
	(I) Inertial navigation system			
	(L) Lights			
	(M) Magnetic compass system			
	(N) Military weapon			
	(P) Power (generator, alternator, ...)			
	(Q)Auxiliary power system			
	(R)Radio system	●	refused totally to function / complete failure	ERF
	(T)Transponder system			
	(V) VHF Omnidirectional Range VOR			
	(W) Wiring, connectors			
	(O) Other			
37.Power plant (P)	(P) Reciprocating engine..			
	(J) Turbo-jet engine.			
	(O) Other (ram-jet, ...etc).			
38.Miscellaneous (M) on-board effects or experienced symptoms	(C) Camera / sensing system			
	(D) visible damage to a/c structure			
	(F) fire visible on-board			
	(G) accelerative changes			
	(H) heat experienced			
	(I) Flight instruments went crazy			
	(P) Air pressure change			
	(S) Smoke in cockpit/cabin/other			
	(T) Auditory tone(s) heard			
	(O) Other			

(***) Using Dr Richard F. Haines " Airplane E-M Effects Nomenclature Taxonomy List

© 2000 Dr Richard F. Haines and Dominique F. Weinstein

39. CASE SUMMARY / DESCRIPTION

(from Bill Chalker 's« OZ files », 1997)

« During february 1944, at 2:30 am, the crew of a RAAF Beaufort bomber flyin,g at about 1,400 meters above Bass Strait gained a most unusual companion. A « dark shadow » appeared alongside the plane and kept pace with it, at a distance of only 35 meters. The Beaufort was travelling at at about 400 kilometers per hour. The object appeared to have a flickering light and flame belching from its rear end. Only about four and a half meters of the rear end of the UFO was visible to the bomber crew, apparently due to reflection of light from the exhaust. The strange object stayed with the bomber **for some 20 minutes, during which time all radio and direction-finding instruments refused to function**. It finally accelerated away from the plane at approximately three times the speed of the bomber. »

40. Witness(es) (Name, rank, flying hours, ..)	crew

41.Source(s)	« The OZ files », Bill Chalker, 1996 p.35 « Beyond Top Secret, Timothy Good, 1998, p.152

© 2000 Dr Richard F. Haines and Dominique F. Weinstein

42. ELECTRO-MAGNETIC CASE-ACCEPTANCE RATING METHODOLOGY (EMCARM)			
Rank Order Relattive importance	**Factor**	**Rating Criteria**	**Numeric Rating**
1.	Pilot (observer) Flying Experience	Not specified	0
2.	Number of Aircrew witnesses	crew (3 +)	3
3.	Aircraft Altitude	4,500 ft	3
	UFO altitude	4,000 ft (not sure)	
4.	Aircraft and UFO Separation Distance	100-150 ft	2
5.	Ambient illumination	darkness	1
6.	E-M Effect Duration	E-M effects appeared and disappeared with UFO	4
6.	E-M Effect severity	2 sub-systems affected (radio and direction-finding instruments)	3
7.	Sighting Duration	20 minutes	4
8.	Aircraft ground speed	235 mph	1
8.	UFO ground speed	705 mph	3
10.	UFO Maneuverability relative to aircraft	paced the aircraft	3
00/02/1944		**FINAL RATING SCORE**	27

EMCARM : Typed Rating Critéria			
Factor	**Rating Criteria**		**Numeric Rating**
1. Pilot (observer) Flying Experience	> 500 hrs. (Commercial Rated Pilot)		4
	1 - 500 hrs. (Commercial Pilot)		3
	>1000 hrs. (Private pilot)		2
	1-1000 hrs. (Private pilot)		1
	Not mentioned		0
2. Number of Aircraw Witnesses	>3 Pilots/aircrew members		3
	2 pilots (or 2 rated aircrew)		2
	1 pilot/aircrew		1
	Not mentioned		0
3. Aircraft and UFO Altitude	Aircraft Altitude (ft x 1000)		Use number within appropriate cell
	50	0 1 2 4 2	
	30	0 1 4 2 0	
	10	1 4 3 1 0	
	1	3 2 1 0 0	
		1 10 30 50 70	
		UFO Altitude (ft. x 1000)	
(Not mentioned 0)			
4. Aircraft and UFO Separation Distance (d)	Very near (within 30 feet)		4
	Moderately near (30 <d<100 feet)		3
	Moderately distant (200<d<5000 feet)		2
	Very distant (>5000 feet)		1
	Cannot determine or not mentioned		0
5. Ambient Illumination	Full Daylight		3
	Very dim (dawn or dusk)		2
	Darkness		1
	Not mentioned		0
6. E-M Effect Duration	Only during closest approach phase (there after E-M symptoms disappeared)		4
	E-M symptoms appeared with UFO (and did not return to normal after UFO departed)		2
6. E-M Effect Severety	More than 3 independent sub-systems affected		4
	1 sub-system affected		3
	1 or more sub-systems had to be replaced		3
	Not specified		0
7. Sighting Duration (t)	>60 min.		5
	10<t<60 min.		4
	2<t<10 min.		3
	0.5<t<2 min.		2
	<0.5 min.		1
	Not specified		0
8. Aircraft Ground Speed (v)	>Mach 1.0		3
UFO must maintain « station » with aircraft and be nearby in order to apply these ratings	250<v<600 mph. (Mach.1)		2
	Stall<v<250 mph.		1
	Not specified		0
8. UFO Ground Speed	(Ditto 8. above)		
10. UFO Maneuverability	UFO circles aircraft when aircraft flies straight		3
Relative to aircraft	UFO flies « station » (paces) precisely as aircraft changes heading, altitude etc.		3
(UFO must be nearby aircraft)	UFO executes high precision flight, high-g turns, high acceleration stops/starts, etc for relatively long period of time (e.g.,>5 minutes)		3
	Not specified		0

© 2000 Dr Richard F. Haines and Dominique F. Weinstein

E-M CASE 2- -44
0230

FM

Richard Haines <narcap6@gmail.com>

AUSTRALIA

[Current Encounters] last one, Bass Strait, listed on chrono

1 message

francis ridge <nicap@insightbb.com> Fri, Jan 24, 2014 at 9:36 AM
Reply-To: post@currentencounterslist.com
To: post@currentencounterslist.com

1939-1946 chrono has

Feb. 1944; Bass Strait, Australia
At 2:30 a.m. A bomber crew at 4,500 feet altitude saw a dark shape pull alongside the plane and pace it at a distance of about 100 feet for about 18-20 minutes. A flickering light was visible at its trailing end, which illuminated the rear portion of the object. While the object was alongside all radio and direction-finding instruments on the plane malfunctioned. Finally the object accelerated and sped away. (Ref. 3; Bill Chalker, The Oz Files, 1996, pp. 35-36.)

I'd like more details if possible.

Fran

Post mailing list

http://host250.hostmonster.com/mailman/listinfo/post_currentencounterslist.com

UFO SIGHTING SUMMARY FORM - AIRCRAFT - Case No.: _____

(A) Primary Witness: James E. Emery (P) CP, _____
(B) Second Witness: _____ P, CP, _____
(C) Third Witness: _____ P, CP, _____
(D) Fourth Witness: _____ P, CP, _____
(E) Other Witnesses & circumstances: _____

DATE: 3 - __ - 44
TIME: _____
No. _____ witnesses
ALTITUDE: (ft) 5 K Ft
WEATHER: _____
IFR VFR

References: (1) SAGA UFO Report, June 1977 page 4 pp. 38-60

Comm'l. (Private) Military
(U.S.A.) Foreign

Aircraft/Flight Details

Spatial: [Lat. ___ ___ ___ N S] [Long. ___ ___ ___ E W]

1. Flight origin: _____
destination: _____
1.1 Sighting location (initial): nr. YAKIMA WASHINGTON - Hanford Plant
2. A/C (original) bearing: _____
2.1 Chg? yes no unsure To: _____
3. A/C altitude (initial): 5 K Ft
3.1 Chg? yes no unsure How? _____
4. A/C attitude: _____
5. Other A/C involved? yes no unsure
5.1 Details: _____

Temporal:

7. IAS: _____ mph kts
9. TAS: _____ mph kts
10. GMT: __/_____ hours
11. Local Time: _____ zone _____

Type of Aircraft:

17. Jet (Prop) Rocket Other: _____
18. Comm'l. Airline: _____
18.1 Flt. No.: _____
18.2 A/C Type: PT-19
19. Window UFO seen through by (A): _____
_____ (B & others) _____
19.1 Visibility of windows: _____
20. Radar contact? yes no unsure
20.1 Details: _____

Eye Witness Details

24. Age: (A) 20 (B) _____ (C) _____ (D) _____
25. Flt. Hrs. (A) _____ (B) _____ (C) _____
27. Prev. UFO exper.? (A) _____ (B) _____
(C) _____ (D) _____
28. Was formal report filed on sighting? yes no
28.1 If no why not? _____
28.2 Submitted to whom? _____
28.3 Details: _____
___ Misc. facts (cont.): _____

UFO Characteristics

Spatial/Temporal:

32. Bearing of travel (magnetic): _____
32.1 Changes: _____
33. Velocity "fast moving" mph kts
33.1 How determined? _____
33.2 Accel. details: _____
34. Apparent angular size: est. 10' diam.
34.1 How determined? _____
12. Sighting Duration: _____ ( )
35. Luminosity: very bright lights
36. Shape: "pebble shape", disc shaped
37. Details/Markings: metallic
38. Sketch made? yes no Location: _____
38.1 Photo(s) available? yes no Loc. _____
39. Number of UFOs: 6 or 7
40. Atmospheric traces? _____
41. UFO: passive friendly hostile other: _____
41.1 Details: _____
42. UFO disappearance facts: _____
43. UFO altitude: _____
___ Other misc. facts: Flew in V formation, crossing Columbia river
45. E-M effects? _____

Case Analysis Results

Analysis by: _____
Date/Conclusions: _____

☐ Ck. here if opposite side of this sheet is used.

Additional References:

Copyrigh. 1980 by Richard F. Haines
Revision: December 1, 1980

Saucers Over Hanford, Wash.

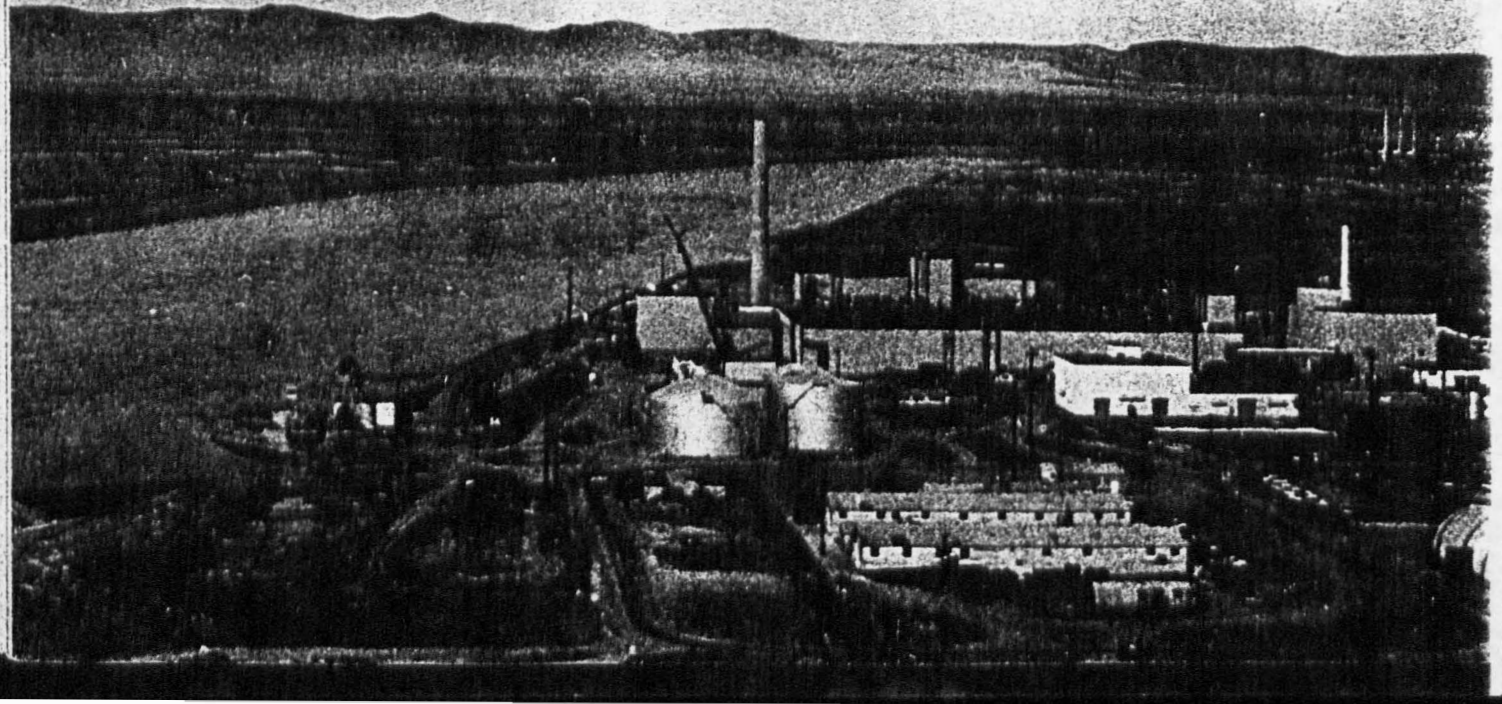
TOP-SECRET NUCLEAR PLANT BESIEGED BY UFOs

By Rufus Drake

In March 1944, while flying along the Columbia River near Yakima, Wash., military air cadet James E. Emery spotted something bizarre and unexplainable. Emery, only 20-years-old, didn't think much of it at the time, because there were two monumental events happening in the world that he knew absolutely nothing about. In later years, however, Emery would be haunted by the thought that he was the first human being to witness the convergence of these two events—the unleashing of the atom, and the coming of the flying saucers.

"I sure as hell didn't know, at the time, that I was flying near the top-secret Hanford Works, which was processing the plutonium for the A-bomb we would drop on Nagasaki the following year. Nor did I know that both allied and enemy fliers were beginning to spot weird, unidentified flying objects—called 'foo fighters'—near industrial areas over Nazi Germany and Japan. Least of all did it occur to me that atomic Hanford, Wash.

When asked about saucers spying on one of our nuclear research installations, a top level government official answered: "We have a policy that discourages public comment on anything that happens here at the Hanford facility—*and that's doubly true when you talk about UFOs...*"



Article completed for A/C case dated 1947 - HANFORD

energy and UFO's might somehow be connected. . . ."

Now a retired colonel in his early 50's, Jim Emery grins and shrugs, recalling what may have been the first true UFO encounter in the continental U.S.

"I was just a punk kid then, earning my wings and out on a cross-country hop in a PT-19 primary trainer. You know the plane, a little terror of spars and canvas wrapped around a powerful 450-horse power engine. I was soaring along at about 5,000 feet, enjoying myself, thinking about how I'd soon be flying fighter planes in combat. Suddenly, I looked back and realized that I was being stalked by a half dozen fast moving, very bright lights. . . ."

The UFOs were "pebble-shaped," Emery remembered, and "relatively small, no more than 10 feet in diameter." He counted seven of them, in a wedge-shaped, "V" formation, crossing the Columbia River to his right.

"Curiosity seized me and I turned to give chase. At this point, their speed increased rapidly. . . ."

Jim Emery got to within 1,000 feet of the disc-shaped objects before they started to pull away from him. He'd just finished a training course about tricks that can deceive a fighter pilot's eyes—"sun dogs," reflections of light against a plexiglass canopy, odd-shaped clouds, and so forth. His sudden turn permitted him to view the receding UFOs from several angles, convincing him that this was no optical illusion. He was certain they were metallic objects, moving with a deliberate purpose.

"At the time, I thought they might be secret weapons. No longer. Over the years, I've become convinced that these were pilotless drones, launched from a mother ship somewhere near earth, that represented some alien civilization.

"And, of course, they were spying on Hanford. . . ."

Emery's UFOs vanished quickly, leaving him alone in his canvas and bailing-wire trainer—but the UFOs interest in the top secret nuclear facility at Hanford, Wash., is something that *won't* disappear.

William H. Turner, Jr., a local resident, reflects the view of many Hanford natives when he insists, "The UFOs keep coming back. They're drawn to us. We have a special attraction for them."

Reporters have never been allowed inside the Hanford Works, named after a small town that no longer exists, 17 miles from Yakima. But the plutonium processing site is as old as the atomic age itself.

Within a month of man's first controlled nuclear chain reaction on Dec. 2, 1942, Maj. Gen. Leslie Groves, head of the wartime "Manhattan Project," ordered the opening of a new, top secret facility to permit a dual approach to the crash program in developing this country's first atomic bomb. Work was already underway on a bomb to be detonated with uranium, U-235, destined to be used on Hiroshima. Groves also wanted a bomb that could be exploded with plutonium—the "fat boy" which would ultimately devastate Nagasaki.

UFO Report - 1939

BERMUDA TRIANGLE COVER-UP

JUNE/77
$1.00
K 47814

SAGA UFO REPORT

LATEST WORLDWIDE SIGHTINGS

BIGFOOT: Rash of Recent Encounters Coincide With Documented UFO Sightings

Saucer Photographs Authenticated By NASA Computers

Exclusive

From Charles Berlitz author of The Bermuda Triangle

COSMIC COVER-UP

from his newest best seller, Without A Trace

UFOs, Pyramids, and "Space Gods"

Saucer Central
Readers Report
UFO Experiences



"SECRET" Lid Slammed on UFO Activity Over Nuclear Research Plant in Northwest

0 06
71895 47814

UFO SIGHTING SUMMARY FORM - AIRCRAFT - Case No.: _____

(A) Primary Witness: Humphrey, Walt P, CP, _____
(B) Second Witness: _____ P, CP, _____
(C) Third Witness: _____ P, CP, _____
(D) Fourth Witness: _____ P, CP, _____
(E) Other Witnesses & circumstances: _____

DATE: 6 - __ - 44
TIME: _____
No. 3 witnesses
ALTITUDE: (ft) _____
WEATHER: Clear
IFR VFR
Comm'l. Private (Military)
(U.S.A.) Foreign

References: (1) CUFOS form.

Additional References:

Aircraft/Flight Details

Spatial: [Lat. ___ ___ ___ " N S] [Long. ___ ___ ___ " E W]

1. Flight origin: _____
destination: _____
1.1 Sighting location (initial): N.E. of BARI, ITALY
2. A/C (original) bearing: _____
2.1 Chg? yes no unsure To: _____
3. A/C altitude (initial): 33 K Ft
3.1 Chg? yes no unsure How? _____
4. A/C attitude: _____
5. Other A/C involved? yes no unsure
5.1 Details: _____

Temporal:
7. IAS: _____ mph kts
9. TAS: _____ mph kts
10. GMT: __/_____ hours
11. Local Time: _____ zone _____

Type of Aircraft:
17. Jet (Prop) Rocket Other: _____
18. Comm'l. Airline: AAF, First Fighter Group
18.1 Flt. No.: _____
18.2 A/C Type: P-38 3@
19. Window UFO seen through by (A): _____
_____ (B & others) _____
19.1 Visibility of windows: _____
20. Radar contact? yes no unsure
20.1 Details: _____

Eye Witness Details

24. Age: (A) _____ (B) _____ (C) _____ (D) ___
25. Flt. Hrs. (A) _____ (B) _____ (C) _____
27. Prev. UFO exper.? (A) _____ (B) _____
(C) _____ (D) _____
28. Was formal report filed on sighting? yes no
28.1 If no why not? _____
28.2 Submitted to whom? _____
28.3 Details: _____
___ Misc. facts (cont.): _____

U F O Characteristics

Spatial/Temporal:
32. Bearing of travel (magnetic): North
32.1 Changes: _____
33. Velocity _____ mph kts
33.1 How determined? _____
33.2 Accel. details: _____
34. Apparent angular size: "huge" Full moon
34.1 How determined? _____
12. Sighting Duration: 3 (min.)
35. Luminosity: Silver
36. Shape: Round disc
37. Details/Markings: _____
38. Sketch made? yes no Location: _____
38.1 Photo(s) available? yes no Loc. _____
39. Number of UFOs: One
40. Atmospheric traces? _____
41. UFO: passive friendly hostile other: _____
41.1 Details: _____
42. UFO disappearance facts: accel. to North toward Germany
43. UFO altitude: est. 50 K Ft. & descended to 40K at ≈10,000 mph
___ Other misc. facts: _____
45. E-M effects? _____

Case Analysis Results

Analysis by: _____
Date/Conclusions: _____

☐ Ck. here if opposite side of this sheet is used.

Copyrigh. 1980 by Richard F. Haines
Revision: December 1, 1980

5

A/C

6--44 / UM

Center for UFO Studies
2457 West Peterson, Suite 6
Chicago, Illinois 60659

UFO SIGHTING QUESTIONNAIRE - GENERAL FORM

PLACE OF SIGHTING
OVER Adriatic Sea (CITY/TOWN)
STATE
East of Italy (COUNTY)
COUNTRY

SIGHTING TIME
11:00 AM PM ZONE: ___ ACC/EST
DURATION: 3 HRS 3 MIN ___ SEC ACC/EST

DATE OF SIGHTING
June 1944
DAY MONTH YEAR

NAME INVESTIGATOR: _____ DATE INV.: 18 Aug. 1995

STREET ADDRESS: Max C. Calderwood P.O. Box 657 PHONE: A/C 207/727-4207
Gorham, ME 04038-0657

TOWN/CITY: _____ STATE: _____ ZIP: _____

WITNESS ACCOUNT

PLEASE DESCRIBE IN YOUR OWN WORDS WHAT HAPPENED AND INCLUDE IN YOUR ACCOUNT: WHAT YOU WERE THINKING ABOUT RIGHT BEFORE YOU NOTICED THE PHENOMENON; A DESCRIPTION OF THE PHENOMENON; YOUR ACTIONS AND RE-ACTIONS BEFORE, DURING AND AFTER THE INCIDENT; HOW YOU LOST SIGHT OF THE PHENOMENON.

I WAS Leading A Training Flight OF 3 P38'S headed NORTH OVER the ADRIATIC Sea. One OF My Wing Men CALLED IN A Bogie AT OR Directly overhead. We Were JUST NE. OF BARI, ITALY. I WAS THINKING ABOUT The Mission & Expecting My Wing Men To Look OUT FOR Bogies OBject Appeared Directly Overhead. My ALTITude AT The Time WAS 33,000 FT. EST. The Round Disc (Silver) AT 50,000 FT. OBject Dropped To ~~Within~~ ~~OF~~ APPX 40,000 FT. & STAYed ALT.

OVER

WITNESS ACCOUNT (CONTINUED)

By R484
1

With us for Appx. 3 Min. We discussed what it might be since it was very large. All of a sudden it accelerated North in the direction of Germany. West. speed at 10,000 M.P.H. As object vanished in a Sec. or two.

At the De-Briefing the Colonel was called in since sighting so unusual. Eventually I forgot about it till several years later when phenomena took place again (in news)

At the time of this sighting I was attached to 1st Fighter Group. We thought it might be one of Hitlers New Secret Weapons at the time.

R4 2

EDUCATION: Grove City College DEGREE: BD.
SPECIAL TRAINING: Mechanical Engineer
VISION: Good COLORBLIND: EYEGLASSES: Yes
HEARING: Med. HEALTH: Med.

VIEWED FROM: OUTDOORS( ) INDOORS( ) CAR( ) AIRCRAFT(✓)
VIEWED THROUGH: GLASSES( ) WINDOW( ) SCREEN( ) BINOCULARS( ) TELESCOPE( )
STILL/MOVIE CAMERA( ) RADAR( )
AREA/LOCATION: URBAN( ) SUBURBAN( ) INDUSTRIAL( ) RESIDENTIAL( ) RURAL (✓)
AREA/TERRAIN: FIELDS( ) WOODS( ) MOUNTAINS( ) RIVER( ) LAKE( )
AREA/TECHNICAL: AIRPORT( ) POWERLINES( ) POWERSTATION( )
SKY CONDITION: CLEAR(✓) PARTLY CLOUDY( ) OVERCAST( )
PRECIPITATION: NONE(✓) RAIN( ) FOG( ) SNOW( ) (HEAVY/MEDIUM/LIGHT)
UFO DIRECTION: FIRST SEEN IN: O.H. LAST SEEN IN: NORTH
UFO ELEVATION: FIRST SEEN: 50 000 LAST SEEN: 40 000
UFO DISTANCE: NEAREST AT: 40,000 ALTITUDE WHEN CLOSEST TO GROUND: SAME
UFO PASSED: IN FRONT OF _____ WHICH WAS _____ AWAY FROM WITNESS
BEHIND Overhead WHICH WAS _____ AWAY FROM WITNESS
ALSO SEEN: MOON( ) SPECIFIC STAR/PLANET( )_____ LOCATED IN: _____
METEOR( ) STARS( ) AIRCRAFT( ) BALLOON( )
BEFORE UFO SIGHTING( ) DURING SIGHTING( ) AFTER SIGHTING( )

WITNESS' NAME: Humphrey Walt SEX: M AGE: 72
STREET: R#1 Box 4884 PHONE: 207 833-0079
CITY: So Hardwell STATE: Maine ZIP: 04678
OCCUPATION: Retired Engineer

OBSERVED: AN OBJECT(|) NUMBER OF 1 COLORS Silver
A LIGHT ( ) NUMBER OF ____ COLORS _____
SEQUENCE OF COLORS: _____
REAL SIZE: LARGER( ) SMALLER( ) APPROXIMATELY( ) _____
APPARENT SIZE: Huge TIMES SIZE OF FULL MOON ____ TIMES SIZE OF STAR
BRIGHTNESS: BLINDING( ) FAINT( ) BRIGHTER THAN( ) AS BRIGHT AS( )
AIRCRAFT LIGHTS( ) MOON( ) STAR( ) _____

DID PHENOMENON:

				DID UFO AFFECT:	
CHANGE DIRECTION ( )	HOVER ( )	FLUTTER ( )		RADIO/TV ( )	
TURN ABRUPTLY ( )	DESCEND (✓)	SPIN ( )		ELECTRICITY ( )	
DO ACROBATICS ( )	ASCEND ( )	BLINK ( )		MAGNETISM ( )	
FALL LIKE A LEAF ( )	OVER A BUILDING ( )	PULSATE ( )		TIMEPIECE ( )	
ABSORB OBJECTS ( )	LAND ON GROUND ( )	APPEAR SOLID (✓)		ENGINE ( )	
EJECT OBJECTS ( )	LAND IN WATER ( )	FUZZY EDGES ( )		VEHICLE ( )	
CHANGE SHAPE ( )	MAKE A SOUND ( )	HAVE OUTLINE ( )		WATER ( )	
CAST SHADOW ( )	GIVE OFF SMELL ( )	WOBBLE ( )		GROUND ( )	
CAST LIGHT ( )	GIVE OFF HEAT ( )	VIBRATE ( )		VEGETATION ( )	
REFLECT LIGHT ( )	LEAVE RESIDUE ( )	GLOW ( )		HUMAN ( )	
LEAVE A TRAIL ( )	CARRY OCCUPANTS ( )	CHASE WITNESS (✓)		ANIMAL ( )	
DISINTEGRATE ( )	COMMUNICATE ( )	PACE VEHICLE ( )		_____	

TEMPERATURE: 0° Cen.
WIND DIRECTION: N
WIND SPEED: UNKNOWN
VISIBILITY: CALM
CEILING: CALM

WERE THERE ANY OTHER WITNESSES? 2
DID ANY OTHER AGENCY CONTACT YOU? No
PLEASE PROVIDE THE NAMES, ADDRESSES AND PHONE NUMBERS OF OTHER WITNESSES AND/OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

~~YOU MAY~~/MAY NOT USE MY NAME. SIGNATURE WITNESS: Walt Humphrey

OUTDOORS( ) INDOORS( ) CAR( ) AIRCRAFT(✓) _____

GLASSES( ) WINDOW( ) SCREEN( ) BINOCULARS( ) TELESCOPE(

STILL/MOVIE CAMERA( ) RADAR( ) _____

AREA/LOCATION: URBAN( ) SUBURBAN( ) INDUSTRIAL( ) RESIDENTIAL( ) RURAL (✓)

AREA/TERRAIN: FIELDS( ) WOODS( ) MOUNTAINS( ) RIVER( ) LAKE( ) _____

AREA/TECHNICAL: AIRPORT( ) POWERLINES( ) POWERSTATION( ) _____

SKY CONDITION: CLEAR(✓) PARTLY CLOUDY( ) OVERCAST( ) _____

PRECIPITATION: NONE(✓) RAIN( ) FOG( ) SNOW( ) (HEAVY/MEDIUM/LIGHT)

UFO DIRECTION: FIRST SEEN IN: O.H. LAST SEEN IN: NORTH

UFO ELEVATION: FIRST SEEN: 50,000 LAST SEEN: 40,000

UFO DISTANCE: NEAREST AT: 40,000 ALTITUDE WHEN CLOSEST TO GROUND: SAME

UFO PASSED: IN FRONT OF _____ WHICH WAS _____ AWAY FROM WITNESS

BEHIND Overhead WHICH WAS _____ AWAY FROM WITNESS

ALSO SEEN: MOON( ) SPECIFIC STAR/PLANET( ) _____ LOCATED IN: _____

METEOR( ) STARS( ) AIRCRAFT( ) BALLOON( ) _____

BEFORE UFO SIGHTING( ) DURING SIGHTING( ) AFTER SIGHTING( )

OBSERVED: AN OBJECT(✓) NUMBER OF 1 COLORS Silver

A LIGHT ( ) NUMBER OF ____ COLORS _____

SEQUENCE OF COLORS: _____

REAL SIZE: LARGER( ) SMALLER( ) APPROXIMATELY( ) _____

APPARENT SIZE: HUGE TIMES SIZE OF FULL MOON _____ TIMES SIZE OF STAR

BRIGHTNESS: BLINDING( ) FAINT( ) BRIGHTER THAN( ) AS BRIGHT AS( )

AIRCRAFT LIGHTS( ) MOON( ) STAR( ) _____

DID PHENOMENON:

				DID UFO AFFECT
CHANGE DIRECTION( )	HOVER ( )	FLUTTER ( )		RADIO/TV ( )
TURN ABRUPTLY ( )	DESCEND (✓)	SPIN ( )		ELECTRICITY( )
DO ACROBATICS ( )	ASCEND ( )	BLINK ( )		MAGNETISM ( )
FALL LIKE A LEAF( )	OVER A BUILDING( )	PULSATE ( )		TIMEPIECE ( )
ABSORB OBJECTS ( )	LAND ON GROUND ( )	APPEAR SOLID (✓)		ENGINE ( )
EJECT OBJECTS ( )	LAND IN WATER ( )	FUZZY EDGES ( )		VEHICLE ( )
CHANGE SHAPE ( )	MAKE A SOUND ( )	HAVE OUTLINE ( )		WATER ( )
CAST SHADOW ( )	GIVE OFF SMELL ( )	WOBBLE ( )		GROUND ( )
CAST LIGHT ( )	GIVE OFF HEAT ( )	VIBRATE ( )		VEGETATION ( )
REFLECT LIGHT ( )	LEAVE RESIDUE ( )	GLOW ( )		HUMAN ( )
LEAVE A TRAIL ( )	CARRY OCCUPANTS( )	CHASE WITNESS(✓)		ANIMAL ( )
DISINTEGRATE ( )	COMMUNICATE ( )	PACE VEHICLE ( )		

TEMPERATURE: 0° EN.

WIND DIRECTION: _____

WIND SPEED: UNKNOWN

VISIBILITY: CAVU

CEILING: CAVU

WERE THERE ANY OTHER WITNESSES? 2

DID ANY OTHER AGENCY CONTACT YOU? No

PLEASE PROVIDE THE NAMES, ADDRESSES AND PHONE NUMBERS OF OTHER WITNESSES AND/OR AGENCIES C SEPARATE SHEET IF APPLICABLE AND KNOWN.

~~YOU MAY~~/MAY NOT USE MY NAME. SIGNATURE WITNESS: Walt Humphrey

WITNESS' NAME: Humphrey, Walt SEX: M AGE: 72

STREET: Rt 1 Box 4684 PHONE: 207/833-5079

CITY: So Harpswell STATE: Maine ZIP: 04079

OCCUPATION: Retired Engineer

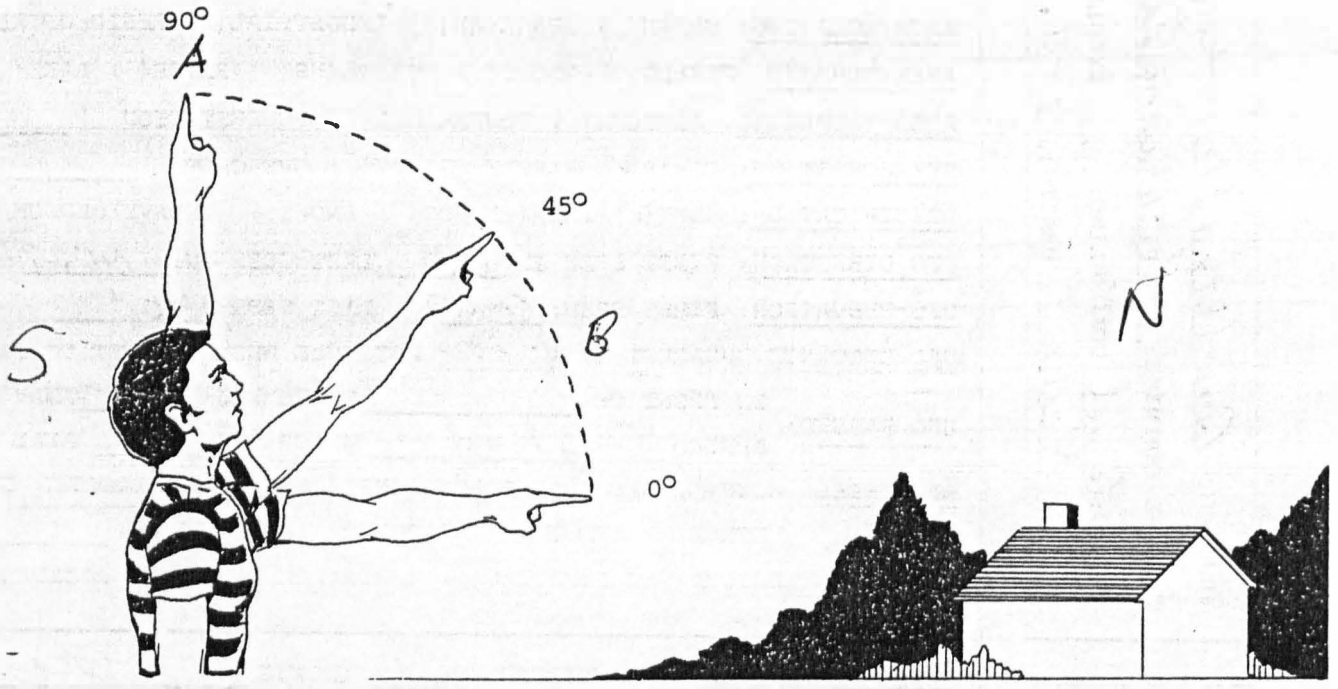
EDUCATION: Some College

SPECIAL TRAINING: Mech.

VISION: Good COLOR BLIND: _____

HEARING: Med. HEALTH: Med.

above the horizon when first observed and a "B" on the same line to show how high above the horizon the phenomenon was when last seen.





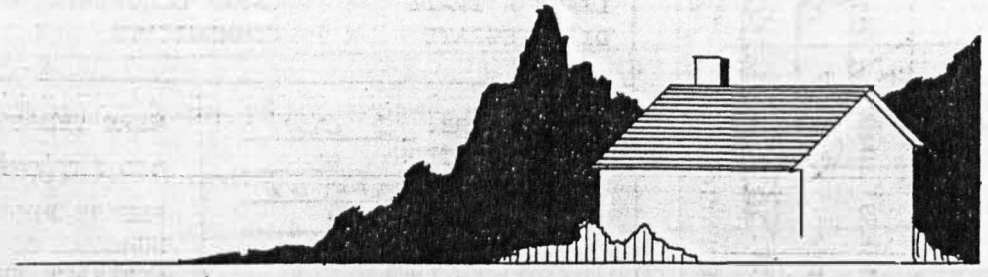
DRAW IN THIS PICTURE HOW BIG THE UFO APPEARED COMPARED WITH:

star

aircraft

moon

x-times the moon



PLEASE MAKE ON A SEPARATE SHEET A DRAWING OF THE OBSERVED PHENOMENON.

2457 West Peterson, Suite 6
Chicago, Illinois 60659

3

UFO SIGHTING QUESTIONNAIRE - GENERAL FORM

PLACE OF SIGHTING
New Gloucester / ME.
CITY/TOWN / STATE
Cumberland / USA
COUNTY / COUNTRY

SIGHTING TIME
AM ___ PM V ZONE: ___ ACC/EST
DURATION: ___ HRS 5 MIN ___ SEC ACC/EST

DATE OF SIGHTING
DAY ___ MONTH ___ YEAR 1995

NAME INVESTIGATOR: ~~Max C. Calderwood~~ DATE INV.: 18 Aug 1995
STREET ADDRESS: ~~Gorham, ME 04038-0657~~ P.O. Box 657 PHONE: A/C 207 / 727-4207
TOWN/CITY: _____ STATE: _____ ZIP: _____

WITNESS ACCOUNT

PLEASE DESCRIBE IN YOUR OWN WORDS WHAT HAPPENED AND INCLUDE IN YOUR ACCOUNT: WHAT YOU WERE THINKING ABOUT RIGHT BEFORE YOU NOTICED THE PHENOMENON; A DESCRIPTION OF THE PHENOMENON; YOUR ACTIONS AND RE-ACTIONS BEFORE, DURING AND AFTER THE INCIDENT; HOW YOU LOST SIGHT OF THE PHENOMENON.

When I was a teenager (1930's) I spent quite a lot of time with my grandfather who was a widower. Once he told me of seeing a huge cigar shaped object with many lighted windows. This was just at dusk & the object made no noise & was traveling South along what is now known as a fault line. This took place along what is now RT #100 at or near the Gray - New Gloucester town line. I have no other UFO. His name was John Wesley Humphrey Jr. He was born in 1875 & died in 1952. Object traveled very slowly.

FOR INVESTIGATORS USE ONLY

VIEWED FROM: OUTDOORS (✓) INDOORS( ) CAR( ) AIRCRAFT( ) _____

VIEWED THROUGH: GLASSES( ) WINDOW( ) SCREEN( ) BINOCULARS( ) TELESCOPE( )
STILL/MOVIE CAMERA( ) RADAR( ) _____

AREA/LOCATION: URBAN(✓) SUBURBAN( ) INDUSTRIAL( ) RESIDENTIAL( ) RURAL (✓)

AREA/TERRAIN: FIELDS(✓) WOODS(✓) MOUNTAINS( ) RIVER( ) LAKE( ) _____

AREA/TECHNICAL: AIRPORT( ) POWERLINES( ) POWERSTATION( ) _____

SKY CONDITION: CLEAR( ) PARTLY CLOUDY( ) OVERCAST( ) UNKNOWN

PRECIPITATION: NONE( ) RAIN( ) FOG( ) SNOW( ) (HEAVY/MEDIUM/LIGHT)

UFO DIRECTION: FIRST SEEN IN: N LAST SEEN IN: S

UFO ELEVATION: FIRST SEEN: 4000 FT LAST SEEN: 4000 FT

UFO DISTANCE: NEAREST AT: _____ ALTITUDE WHEN CLOSEST TO GROUND: _____

UFO PASSED: IN FRONT OF 1/4 Mi WHICH WAS West AWAY FROM WITNESS
BEHIND _____ WHICH WAS _____ AWAY FROM WITNESS

ALSO SEEN: MOON( ) SPECIFIC STAR/PLANET( ) _____ LOCATED IN: _____
METEOR( ) STARS( ) AIRCRAFT( ) BALLOON( ) _____
BEFORE UFO SIGHTING( ) DURING SIGHTING( ) AFTER SIGHTING( )

OBSERVED: AN OBJECT(|) NUMBER OF 1 COLORS _____
A LIGHT (✓) NUMBER OF ____ COLORS Many Windows

SEQUENCE OF COLORS: _____

REAL SIZE: LARGER( ) SMALLER( ) APPROXIMATELY( ) Like Dirigible

APPARENT SIZE: ____ TIMES SIZE OF FULL MOON ____ TIMES SIZE OF STAR

BRIGHTNESS: BLINDING( ) FAINT( ) BRIGHTER THAN( ) AS BRIGHT AS( )
AIRCRAFT LIGHTS( ) MOON( ) STAR( ) Like Window Lights

DID PHENOMENON:				DID UFO AFFECT:
CHANGE DIRECTION( )	HOVER ( )	FLUTTER ( )		RADIO/TV ( )
TURN ABRUPTLY ( )	DESCEND ( )	SPIN ( )		ELECTRICITY( )
DO ACROBATICS ( )	ASCEND ( )	BLINK ( )		MAGNETISM ( )
FALL LIKE A LEAF( )	OVER A BUILDING( )	PULSATE ( )		TIMEPIECE ( )
ABSORB OBJECTS ( )	LAND ON GROUND ( )	APPEAR SOLID (✓)		ENGINE ( )
EJECT OBJECTS ( )	LAND IN WATER ( )	FUZZY EDGES ( )		VEHICLE ( )
CHANGE SHAPE ( )	MAKE A SOUND ( )	HAVE OUTLINE ( )		WATER ( )
CAST SHADOW ( )	GIVE OFF SMELL ( )	WOBBLE ( )		GROUND ( )
CAST LIGHT ( )	GIVE OFF HEAT ( )	VIBRATE ( )		VEGETATION ( )
REFLECT LIGHT ( )	LEAVE RESIDUE ( )	GLOW ( )		HUMAN ( )
LEAVE A TRAIL ( )	CARRY OCCUPANTS( )	CHASE WITNESS( )		ANIMAL ( )
DISINTEGRATE ( )	COMMUNICATE ( )	PACE VEHICLE ( )		_____

TEMPERATURE: _____
WIND DIRECTION: _____
WIND SPEED: _____
VISIBILITY: _____
CEILING: _____

WERE THERE ANY OTHER WITNESSES? Yes-Many

DID ANY OTHER AGENCY CONTACT YOU? No.

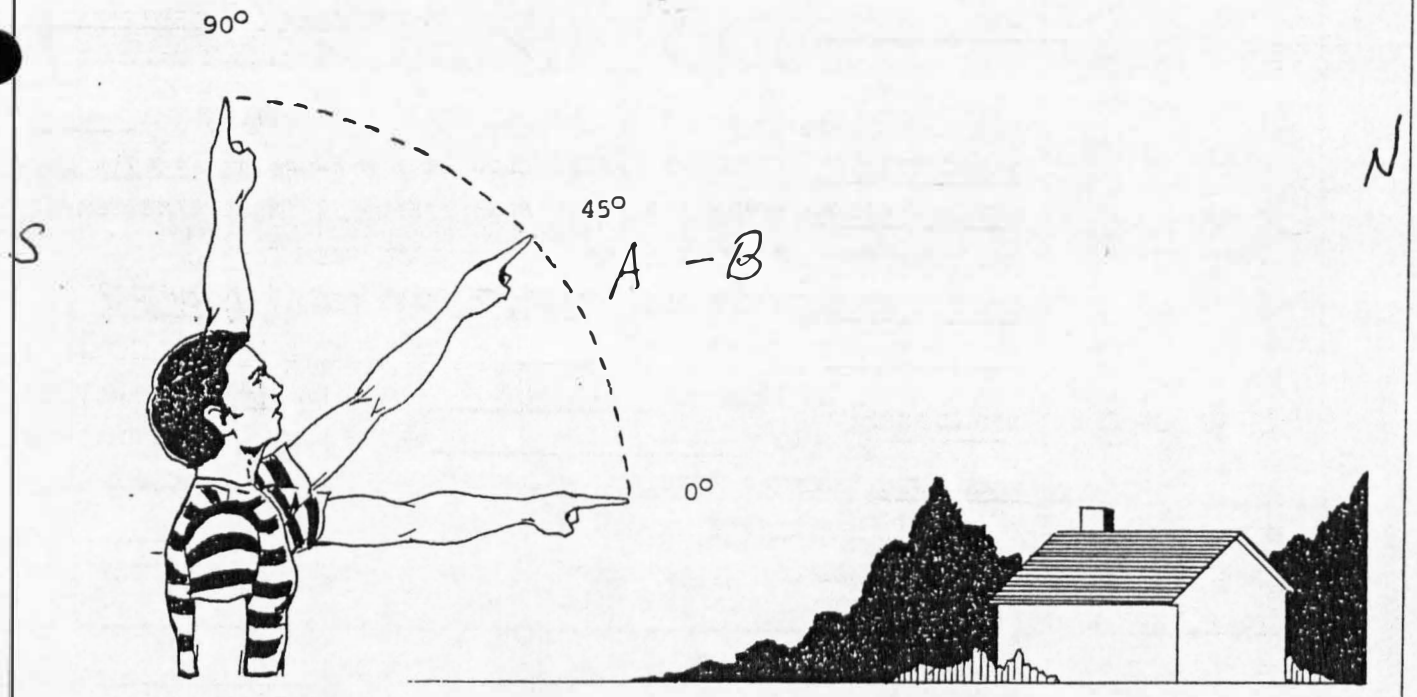
PLEASE PROVIDE THE NAMES, ADDRESSES AND PHONE NUMBERS OF OTHER WITNESSES AND/OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

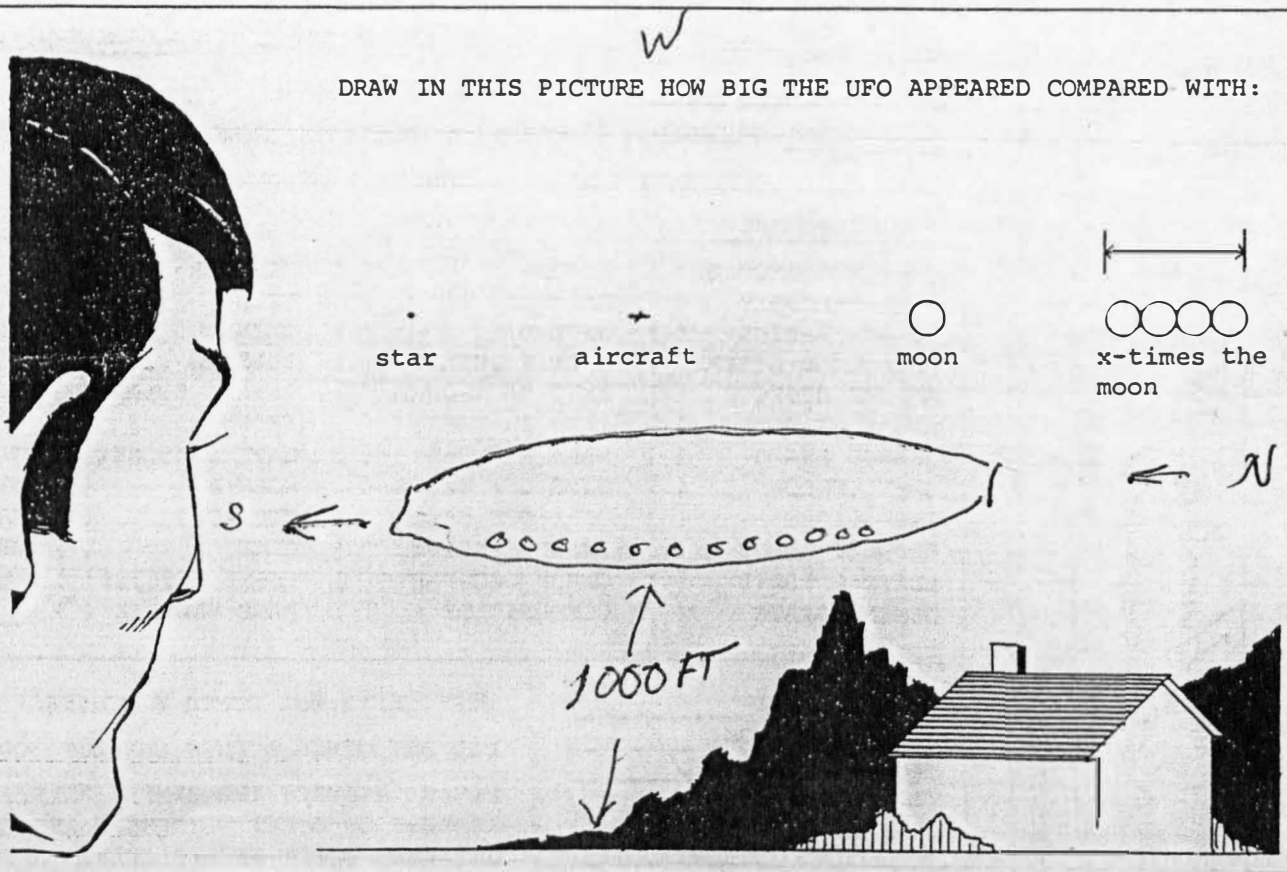
~~YOU MAY~~/MAY NOT USE MY NAME. SIGNATURE WITNESS: Walt Humphrey

WITNESS' NAME: Humphrey, John SEX: M AGE: 20
STREET: Deceased PHONE: /
CITY: STATE: ZIP:
OCCUPATION:

EDUCATION: Grade School DEGREE:
SPECIAL TRAINING: Farmer
VISION: Good COLORBLIND: EYEGLASSES: No
HEARING: Good HEALTH: Good

Please place an "A" on the curved line to show how high the phenomenon was above the horizon when first observed and a "B" on the same line to show how high above the horizon the phenomenon was when last seen.





PLEASE MAKE ON A SEPARATE SHEET A DRAWING OF THE OBSERVED PHENOMENON.

6- -44
1100
UM

www.anakinovni.org/1944.htm
not saved

Adriatic

juin 1944 1100 heures, la mer Adriatique, juste au nord de Bari

3 P-38s du 1er Fighter Group à 33,000 pieds a vu une série de disques d'argent au-dessus d'eux, à environ 50.000 pieds. Elle est tombée à environ 40.000 pieds, et est resté avec la formation de 3 minutes, puis plus rapidement hors de la vue au nord. (Formulaire de rapport, le Centre pour UFO Studies, (CUFOS))

http://www.project1947.com/acupdt.htm

Juin 1944, la mer Adriatique À 11h00 un vol de trois P-38 à 33.000 combattants ont les pieds au-dessus d'eux, à une estimation de l'altitude de 50000 pieds, un disque d'argent. L'objet est descendu à environ 40.000 pieds, et la progression des combattants pour 3 minutes, puis accélérée de vitesse et distance. (Réf. 3, Jan Aldrich, Project ACUFOE de CUFOS formulaire de rapport.)

http://www.nicap.org/waves/1939-1946.htm

1944.06. - 1100 hours, Adriatic Sea, just northeast of Bari 3 P-38s of the 1st Fighter Group at 33,000 feet saw a round silver disc above them at about 50,000 feet. It dropped to about 40,000 feet and stayed with the formation for 3 minutes, then sped north out of sight. (Report form, Center for UFO Studies, (CUFOS))

June 1944; Adriatic Sea
At 11:00 a.m. a flight of three P-38 fighters at 33,000 feet saw above them, at an estimated altitude of 50,000 feet, a silver disc. The object descended to about 40,000 feet and paced the fighters for 3 minutes, then accelerated and sped away. (Ref. 3; Jan Aldrich, Project ACUFOE, from CUFOS report form.)

6-8-44
-5-
-2-
0000
FM

www.anakinovni.org/1944.htm
not saved

RAF
Italy

2 5 ou 8 juin 1944 (2ème, 5ème, ou 8e pas sûr de la date exacte), florence italie

A propos de 0000 heures, l'Italie, le sud-ouest de Florence au cours de la Florence / Rome route, Beaufighter Mk X vu une lumière rouge qui a suivi pour environ 5-10 minutes. Manoeuvre d'évitement n'a pas fonctionné. (Les lettres et les formulaires de rapport, Andy Roberts, Collection)

http://www.project1947.com/acupdt.htm

1944.06. (2nd, 5th, or 8th unsure of exact date), About 0000 hours, Italy, southwest Florence over the Florence/Rome road, Beaufighter Mk X saw a bright red light that followed them for about 5-10 minutes. Evasive action did not work. (Letters and report forms, Andy Roberts, Collection)

GRND WIT.

7-15-44
 1300
UM

NUFORC Home Page
Web Report Indexes : by Event Date | by Location | by Shape | by Posting Date

DOG FIGHT
FLORIDA

National UFO Reporting Center

Sighting Report

Occurred : 7/15/1944 13:00 (Entered as : 07/44 13:00)
Reported: 6/14/2001 17:47
Posted: 8/5/2001
Location: North Tampa, FL
Shape: Cylinder
Duration:3 or 4 minutes

A black cylindrical object appears over P-38s dog fighting

In July of 1944 my brother and I saw a craft that we thought was a secret flying machine of the Army Air Corps. We were watching P-38s dog fighting over the aera of Lowery Park which is in North Tampa, when suddenly appeared over the P-38s, a very large black object that looked like a big piece of pipe. The P-38s quit dog fighting and quickly returned to base. The black object made several maneuvers and flew of very quickly. It would be years before I would realize that I had seen something very unusual and no doubt a UFO.

((NUFORC Note: Date is approximate. One of several reports submitted by same source. PD))

UFO SIGHTING SUMMARY FORM - AIRCRAFT - Case No.: _____

(A) Primary Witness: Alvah M. Reida (C). CP, _____
(B) Second Witness: _____ P, CP, _____
(C) Third Witness: _____ P, CP, _____
(D) Fourth Witness: _____ P, CP, _____
(E) Other Witnesses & circumstances: _____

References: (1) _____

DATE: 8-10-44
TIME: ~ 0015 L
No. 3 + witnesses
ALTITUDE: (ft) _____
WEATHER: broken + over cast
IFR VFR
Comm'l. Private (Military)
(U.S.A.) Foreign

Additional References:

Aircraft/Flight Details

Spatial: [Lat. ° ' " N S] [Long. ° ' " E W]

1. Flight origin: Ceylon
destination: Palembang, Sumatra
1.1 Sighting location (initial): Palem
2. A/C (original) bearing: _____
2.1 Chg? (yes) no unsure To: +/- 90°
3. A/C altitude (initial): 14 K Ft
3.1 Chg? yes no unsure How? _____
4. A/C attitude: _____
5. Other A/C involved? yes no unsure
5.1 Details: _____

Temporal:
7. IAS: 210 (mph) kts
9. TAS: _____ mph kts
10. GMT: / _____ hours
11. Local Time: _____ zone _____

Type of Aircraft:
17. Jet (Prop) Rocket Other: _____
18. Comm'l. Airline: U.S. A.A.F.
18.1 Flt. No.: 468th bomb group
18.2 A/C Type: B-29 792nd Sqdn.
19. Window UFO seen through by (A): XX Bomber Commander
(B & others) _____
19.1 Visibility of windows: _____
20. Radar contact? yes no unsure
20.1 Details: _____

Eye Witness Details

24. Age: (A) _____ (B) _____ (C) _____ (D) _____
25. Flt. Hrs. (A) _____ (B) _____ (C) _____
27. Prev. UFO exper.? (A) No (B) _____
(C) _____ (D) _____
28. Was formal report filed on sighting? yes no
28.1 If no why not? _____
28.2 Submitted to whom? _____
28.3 Details: _____
___ Misc. facts (cont.): _____

UFO Characteristics

Spatial/Temporal:
32. Bearing of travel (magnetic): _____
32.1 Changes: _____
33. Velocity _____ mph kts
33.1 How determined? _____
33.2 Accel. details: _____
34. Apparent angular size: 5'-6' diam.
34.1 How determined? est.
12. Sighting Duration: ~ 8 (min)
35. Luminosity: very bright red or orange
36. Shape: Spherical
37. Details/Markings: _____
38. Sketch made? (yes) no Location: See Δ
38.1 Photo(s) available? yes no Loc. _____
39. Number of UFOs: _____
40. Atmospheric traces? "Halo effect"
41. UFO: passive (friendly) hostile other: _____
41.1 Details: Paced A/C on right side
42. UFO disappearance facts: heavy weather
43. UFO altitude: _____
___ Other misc. facts: Seemed to throb or vibrate constantly. Remained at 2 PM position at 200 yds range.
45. E-M effects?

Case Analysis Results

Analysis by: _____
Date/Conclusions: _____

☐ Ck. here if opposite side of this sheet is used.

Copyright 1980 by Richard F. Haines
Revision: December 1, 1980

8-10-44
≃0015 L
WW-II

Good Report ..... MARCH 4, 1952 COLO. V

Subject Flying Saucers, Discs etc.

44-8

113

Dear Sir:

During World War II as a B-29 pilot in the C.B.I I was on a mission from Ceylon, bombing Palembang, Sumatra.

The date was August 10, 1944, time shortly after midnight. There were 50 planes on the strike going in on the target at about 2 or 3 minute intervals. My plane was the last one in on the target and the assignment was for us to bomb, then drop photo-flash bombs, attached to palachutes, make a few runs over the target area, photographing bomb damage from the preceding planes. The weather was broken clouds, with an overcast above us. Our altitude was 14,000 feet, indicated air-speed about 210 mph.

While in the general target area

2/ We were (we 44-8) exposed to sporadic flak fire, but immediately after leaving this area it ceased.

At about 20 to 30 minutes later the right gunner and my co-pilot reported a strange object pacing us about 500 yards off the starboard wing. At that distance it appeared as a spherical object, probably 5 or 6 feet in diameter, of a very bright and intense red or orange in color. It seemed to have a halo effect. Something like this  My gunner reported it coming in from about the five o'clock position at our level. It seemed to throb or vibrate constantly. Assuming it was some kind of radio controlled object sent to pace us, I went

3. into evasive action, changing direction constantly as much as 90° and altitude about 2000 feet. It followed our every maneuver for about 8 minutes, always holding a position of about 500 yards out and about 2 o'clock in relation to the plane. When it left, it made an abrupt 90° turn, up and accelarating rapidly, ~~then~~ it disappeared in the overcast.

* | t 8 min

Within the hour we were in rather thick weather and had considerable St. Elmos fire with the interior and exterior of the plane just bristling with static electricity. The propellers looked like pin-wheels the way the sparks flew off them.

4/ During the 44-8 strike evaluation and interrogation following this mission I made a detailed report to Intelligence, thinking it was some new type of radio controlled missile or weapon. I have never had any theories concerning this or in any way connected it with flying saucers etc., until this recent issue of Life magazine had an article which mentioned the fact that similar objects had been sighted over Korea and Europe, and the similarity was so close, I thought I might mention it for the record. I spent a year and a half flying the Hump, out of China over Japan and Manchuria, also from India down through the Malay Peninsula as far as Singapore,

5/ then from 44~~the~~ 8 Marianna Islands and in this time saw nothing ever remotely resembling anything like this.

I was in the 468th Bomb Group, 792nd Sqdn., ~~XX~~ Bomber Command, based at Kharagpur India when this mission was run.

Sincerely,

Alvah M. Reida ex-Captain
RD#1 Chase Road
Fitchburg, Mass.

44-8

April 12,1952

Mr. Alvah M. Reida
Fitchburg, Mass.

Dear Mr. Reida:

Thank you for your excellent report on your sighting of Aug. 10,1944. Because of its careful documentation it is of great value to us.

We are at present trying to trace down several reports of flyers who reportedly encountered discs or strange flying objects while flying the hump and were briefly suspended in mid-air by the objects.

There seems little doubt that the object which you saw is of the same type as that encountered by bombers in Korea.

Sincerely,

Richard W. Williams
Vice-President

March 4, 1952

Subject: Flying Saucers, Discs etc.

Dear Sir:

During World War II as a B-29 pilot in the C.B.I., I was on a mission from Ceylon, bombing Palembang, Sumatra.

The date was August 10, 1944, time shortly after midnight. There were 50 planes on the strike going in on the target at about 2 or 3 minute intervals. My plane was the last one in on the target and the assignment was for us to bomb, then drop photo-flash bombs attatched to parachutes, make a few runs over the target area photographing bomb damage from the preceding planes. The weather was broken clouds with an overcast above us. Our altitude was 14,000 feet, indicated air speed about 210 mph.

While in the general target area we were exposed to sporadic flak fire, but immediately after leaving this area it ceased.

At about 20 to 30 minutes later the right gunner and my co-pilot reported a strange object pacing us about 500 yards off the star-board wing. At that distance it appeared as a spherical object, probably 5 or 6 feet in diameter, of a very bright and intense red or orange in color. It seemed to have a halo effect. Something like this:



My gunner reported it coming in from about the five o'clock position at our level. It seemed to throb or vibrate constantly. Assuming it was some kind of radio controlled object sent to pace us, I went into evasive action, changing direction constantly as much as 90° and altitude about 2000 feet. It followed our every maneuver for about 8 minutes, always holding a position of about 500 yards out and about 2 o'clock in relation to the plane. When it left, it made an abrupt 90° turn up and accelarating rapidly, it disappeared in the overcast.

Within the hour we were in rather thick weather and had considerable St. Elmo's fire with the interior and exterior of the plane just bristling with static electricity. The propellers looked like pinwheels the way the sparks flew off them.

During the strike evaluation and interrogation following this mission, I made a detailed report to Intelligence, thinking it was some new type of radio controlled missile or weapon. I have never had any theories concerning this or in any way connected it with flying saucers etc, until this recent issue of Life magazine had an article which mentioned the fact that similar objects had been sighted over Korea and Europe, and the similarity was so close, I thought I might mention it for the record. I spent a year and a half flying the Hump, out of China over Japan and Manchuria, also from India down through the Malay Penninsula as far as Singapore, then from the Marianna Islands,and in this time saw nothing ever remotely resembling anything like this.

I was in the 468th Bomb Group, 792nd Sqdn., XX Bomber Command, based at Kharagpur India when this mission was run.

Sincerely,

Alvah M. Reida, ex-Captain
RD #1 Chase Road
Fitch burg, Massachusetts

Aviation File

1944 Aug 10

RECEIVED
JAN 28 1959
#97 report

F00-R1E94

26 pages

N. of Sumatra

Dear Sir:

I'll try to give a brief run-down of the situation leading up to this sighting.

There were 50 B-29's on this mission. The planes left Ceylon at intervals of a few minutes. The first ones went in and mined the river leading to Palembang to trap Tankers moored at the docks. The target was the largest "Gas cracking" plant in the S. Pacific. My plane was number 50 and I in addition to dropping bombs, had a number of photo flash magnesium bombs that I was to drop, suspended by parachutes, then make a few photographic runs over the target.

When we arrived at the target area we made our first run by radar, dropping our regular bombs. The cloud cover was almost solid, probably 9/10 under us and visibility was bad. We circled around and the area below improved in visibility, but was still occasionally obliterated by clouds. The gunners reported the gas-cracking plant was a sea of flame and they could see storage tanks disintegrating one after the other. I took movies of the area, but they didn't come out too well. On and off I was hung up on seven searchlights and would shake loose from them for a few minutes, only to get caught up again

At this time myself or none of my crew, were familiar with the term flying saucers and after conjecturing and discussing the object we saw, we agreed it must have been some new, probably radio-controlled device the Japs had sent up, to track us for anti-craft fire. During interrogation we

reported it, because it was so unusual and as far as an answer from the Interrogating officers I don't recall one. I think there was a bit of ribbing and joking connected with it, and the fact that we had been flying about 19 hours, so were seeing things.

Life was quite unusual in those days and we had experienced many things in China and India, so we didn't attach too much importance to it only that after the war it was one of those experiences that remains with you. Most of them, especially combat action seems to dim with the years. Of the eleven men in my crew who saw it there are only two of us left. The co-pilot Ney M. Fowler 1st Lt. is the only other survivor. He came from some small town in Arkansas and I seem to have lost track of him. He was very seriously disabled and I think probably has been in hospitals since the war.

If I could take the liberty, I will add my opinion.

If there are vehicles from outer space and with the burning of the target area, the tremendous brilliance from the photo-flash bombs, the searchlights, couldn't it have been just possible that they came down to look over the situation?

Sincerely,

Alvah M. Reida

5. Layers of fast moving scud clouds below clear above - we were at about 17,000 to 18,000 feet night time - quite dark - I don't recall if the moon was visible.

9. It appeared tear drop shaped. Seemed to have an aura or corona around it. Seemed to have body or depth to it and appeared to be pulsating, contracting and expanding. At the tail it was discharging fire or some type of exhaust. The colors of flame were most distinctly as burning ~~copper~~ copper would give forth, a bluish green.

11. As far as brightness was concerned, it was quite visible and had sharp definition. In other words it wasn't necessary to scan the sky to find it, all that was necessary to look to starboard and it was there.

12. The right gunner called in over inter-com saying there was an unidentified object at 3:00 o'clock. Said he didn't see it and then it was suddenly there. I went into evasive action assuming it was a Jap plane or some mechanism sent up to pace for anti-aircraft fire. Whichever altitude or direction I assumed it stayed with us at 3:00 o'clock position. When it left it just went straight up and was gone.

14. Our airspeed was about 220 - 240 mph there was wind, but can't recall the direction

24. Distance at night is deceiving, but we didn't fire at it realizing it was out of gun range which was 1,500 yards. I would be hazarding a guess in saying it was probably 3-5000 yards away and appeared to be about the size of a small automobile

25. There were no other planes in the area that I knew of.

Alvin M. Keida
Box 816 Palmer School Chiropractic
Davenport, Iowa

250 "Foo-fighter" report 2 3 4

DAVENPORT
JAN 26
12 M PM
1959
IOWA

SO MANY YEARS HAVE PASSED THAT I CANNOT JUDGE OR ANSWER ALL OF THESE QUESTIONS, EXCEPT APPROXIMATELY.

NATIONAL INVESTIGATIONS COMMITTEE ON AERIAL PHENOMENA
1536 Connecticut Avenue N. W.
NOrth 7-9434 Washington 6, D. C.

* = see attached sheet

REPORT ON UNIDENTIFIED FLYING OBJECT(S)

This form includes questions asked by the United States Air Force and by other Armed Forces' investigating agencies, and additional questions to which answers are needed for full evaluation by NICAP.

After all the information has been fully studied, the conclusion of our Evaluation Panel will be published by NICAP in its regularly issued magazine or in another publication. Please try to answer as many questions as possible. Should you need additional room, please use another sheet of paper. Please print or typewrite. Your assistance is of great value and is genuinely appreciated. Thank you.

1. Name ALVAH M. REIDA
   Address P.O. Box 816 PALMER SCHOOL OF CHIROPRACTIC DAVENPORT, IOWA
   Telephone DAVENPORT 65892
   Place of Employment ENGLEHART MFG. CO. BETTENDORF, IOWA
   Occupation STUDENT & TOOL MAKER
   Education HIGH SCHOOL
   Special Training PILOT TRAINING, INSTRUCTOR
   Military Service AIRPLANE, COMMANDER B-26's B-17's B-24's B-29's

2. Date of Observation AUG 10, 1944 Time 1:30 AM PM Time Zone

3. Locality of Observation APPROX. 100 MILES N. OF PALEMBANG, SUMATRA (APROX.)

4. How long did you see the object? Hours 10-15 Minutes Seconds

*5. Please describe weather conditions and the type of sky; i.e., bright daylight, nighttime, dusk, etc.

6. Position of the Sun or Moon in relation to the object and to you.

7. If seen at night, twilight, or dawn, were the stars or moon visible?

8. Were there more than one object? NO If so, please tell how many, and draw a sketch of what you saw, indicating direction of movement, if any.

* 9. Please describe the object(s) in detail. For instance, did it (they) appear solid, or only as a source of light; was it revolving, etc? Please use additional sheets of paper, if necessary.

10. Was the object(s) brighter than the background of the sky? YES

*11. If so, compare the brightness with the Sun, Moon, headlights, etc.

*12. Did the object(s) — (Please elaborate, if you can give details.)

- a. Appear to stand still at any time?
- b. Suddenly speed up and rush away at any time? ✓
- c. Break up into parts or explode?
- d. Give off smoke?
- e. Leave any visible trail? ✓
- f. Drop anything?
- g. Change brightness?
- h. Change shape? ✓
- i. Change color? ✓

13. Did the object(s) at any time pass in front of, or behind of, anything? If so, please elaborate giving distance, size, etc, if possible.

*14. Was there any wind? YES If so, please give direction and speed.

15. Did you observe the object(s) through an optical instrument or other aid, windshield, windowpane, storm window, screening, etc? What? Thru the plane window

16. Did the object(s) have any sound? NO What kind? How loud?

17. Please tell if the object(s) was (were) —

- a. Fuzzy or blurred.
- b. Like a bright star.
- c. Sharply outlined. ✓

18. Was the object —

a. Self-luminous? ✓
b. Dull finish?
c. Reflecting?
d. Transparent?

19. Did the object(s) rise or fall while in motion? —

* 20. Tell the apparent size of the object(s) when compared with the following held at arm's length:

a.	Pinhead	d.	Nickel	g.	Orange
b.	Pea	e.	Half dollar	h.	Grapefruit
c.	Dime	f.	Silver dollar	i.	Larger ✓

Or, if easier, give apparent size in inches on a ruler held at arm's length.

21. How did you happen to notice the object(s)? Right gunner saw it

22. Where were you and what were you doing at the time? Getting away from Sumatra

23. How did the object(s) disappear from view? up

24. Compare the speed of the object(s) with a piston or jet aircraft at the same apparent altitude.

* 25. Were there any conventional aircraft in the location at the time or immediately afterwards? If so, please elaborate.

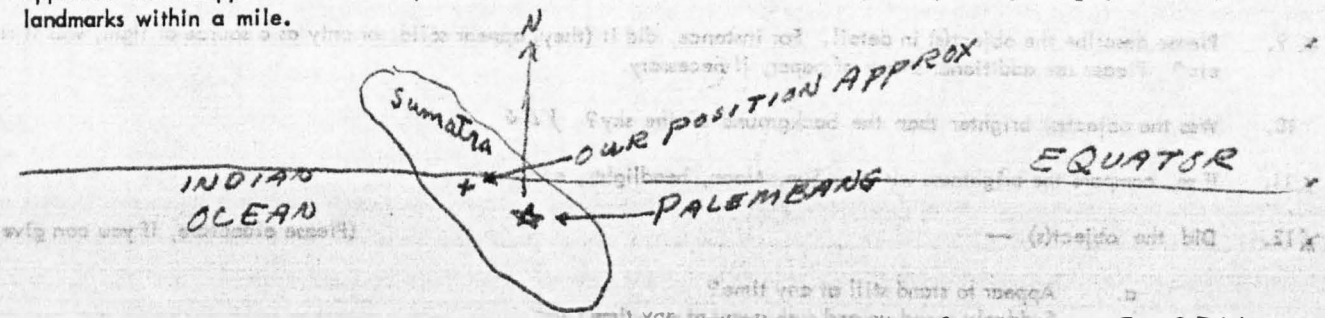
26. Please estimate the distance of the object(s).

27. What was the elevation of the object(s) in the sky? Please mark on this hemisphere sketch:



28. Names and addresses of other witnesses, if any.

29. Please draw a map of the locality of the observation showing North; your position; the direction from which the object(s) appeared and disappeared from view; the direction of its course over the area; roads, towns, villages, railroads, and other landmarks within a mile.



30. Is there an airport, military, governmental, or research installation in the area? JAP. AIRPORTS

31. Have you seen other objects of an unidentified nature? If so, please describe these observations, using a separate sheet of paper. No

32. Please enclose photographs, motion pictures, news clippings, notes of radio or television programs (include time, station and date, if possible) regarding this or similar observations, or any other background material. We will return the material to you.

33. Were you interrogated by Air Force investigators? By any other federal, state, county, or local officials? If so, please state the name and rank or title of the agent, his office, and details as to where and when the questioning took place. NO

Were you asked or told not to reveal or discuss the incident? If so, were any reasons or official orders mentioned? Please elaborate carefully. NO

34. We should like permission to quote your name in connection with this report. This action will encourage other responsible citizens to report similar observations to NICAP. However, if you prefer, we will keep your name confidential. Please note your choice by checking the proper statement below. In any case, please fill in all parts of the form, for our own confidential files. Thank you for your cooperation.

You may use my name. (✓) Please keep my name confidential. ( )

35. Date of filling out this report: Jan 26, 1959 Signature: Alvah W. Reida as Capt. A.F.