

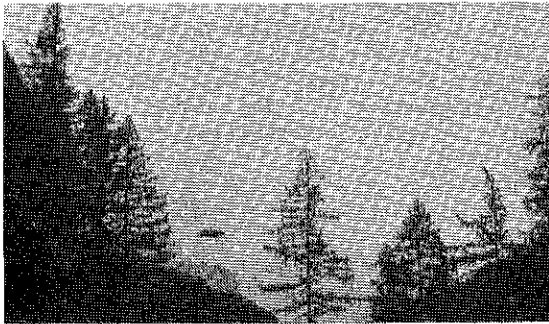
the apro bulletin

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THE A.P.R.O. BULLETIN

March, 1979

UFO FLAP IN CALIFORNIA



Swiss Photo Report

by *W. B Van Den Berg*

of *APRO and the Netherlands Werkgroep Nobovo*

Observers: Three Dutchmen, on a walking trip through the high mountain region in Southern Switzerland.

Date: 26 July '75, at about 15:00 hours.

Place: The high Alps region, west of the Simplon Pass, just north of the Italian Border, in Southern Switzerland. The nearest town is: Saas Fee. The valley where the sighting was made was called: Kwischenbergental.

The names and addresses are known to me and *NOBOVO*. The observers don't want to have their names in publications.

Description: During a mountain excursion at an altitude of approximately 1300 m., they noticed over the nearby valley (Kwischenbergental) coming from behind trees (see photo) an oval dark object. It flew in eastern direction, after two minutes it returned, flying to the west. The object wasn't vague, but sharply cut and looked solid. They took a colored dia-photo (slide). The elevation of the object was about 20°

Concerning the original color slide:

- a) The photo is genuine, no tricks.
- b) No damage done to the slide, no carvings, no double exposure.
- c) The emulsion layer thickness is correct all over the slide.
- d) The light intensity of the landscape and the UFO on the slide are comparable and correct.

(See *Swiss - Page Three*)

Northern California experienced a UFO flap in late October and November of 1978. Most of the activity involved lights at night but the color and arrangement contra-indicated the possibility of the lights being connected with conventional objects. In most of the incidents, the date was not even noted.

However, one fairly well described sighting was made by ranch hand Mike Farmer on the Charles Cobb ranch east of Vina, California, which is about 20 miles north of Chico and apparently was in late October as it was one of the first of the series.

Farmer was living in a rustic cabin in a remote corner of the 10,000 acre ranch when one night at about 9 o'clock he went outside and noticed some lights on the ridge above Deer Creek in the foothills. He said it had a green light which seemed to revolve. He watched as it descended slowly and was obscured by trees near his cabin and he changed position to get a better view. It went out of sight into the canyon, then the canyon lit up as though the sun was shining on it and he could see the trees and rocks clearly. The light had a yellowish cast.

Out of the corner of his eye, Farmer spotted another object above the creek which was much closer and was slowly moving down the creek. He first thought the objects were police helicopters searching for illegal hunters so he got into his car and drove toward the object to get a better look. He got to within 150 feet of the thing, stopped, turned off his engine and got out.

Farmer then realized that he was observing something strange, as the object was bell-shaped with box and antennae-shaped appendages on the top. The green light which had attracted his attention to the first object pulsed just above the lip of the bell and at the crown were red and white lights.

The object, which was sitting motionless above some power lines, appeared to be about 30 feet wide at the base and 10 to 12 feet in height.

After watching it for a few minutes, Farmer said he started feeling "spooky" and got into his car and went back to his cabin.

The next morning he told Cobb about it and when Cobb was interviewed later about the series of sightings he hesitated to talk about them and gave his reason: a 17 year veteran of the Air Force turned rancher, he had had his own experience with reporting UFOs:

(See *California - Page Two*)

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California

[Continued from page one]

In 1956, while piloting a twin-engine Air Force plane over New Hampshire, at about 3 PM (again no exact date), a cigar-shaped object which he estimated to be 700 feet long and 125 feet in diameter streaked across his path at about 500 miles per hour.

Although Cobb and the other airman made no formal report, word of their sighting got out and they were interrogated by the commanding officer at their base and a "panel of scientists from Washington, D.C."

To top it all off, during a dress parade a short time later, Cobb, who was the Base Operations

Officer, was called forward before the assembled airmen and the Base Commander presented him with a "Tom Corbett Space Control" badge obviously gleaned from a box of breakfast cereal. It made him the laughingstock of the whole base.

In the weeks following Farmer's sighting, other sightings were made by Cobb and several companions including a retired Air Force Colonel (Cobb retired with the rank of Major), a retired sea captain and a maintenance supervisor for United Air Lines. One sighting made by Cobb, was an object hovering over the same power lines where the original object seen by Farmer had hovered. Mrs. Cobb reported that she has had calls from neighbors who have seen the objects but refuse to report them.

In January of 1979 we received a report from member Helen Cline of Paradise, California, about her personal sighting which we present in her own words. She and her husband, son and his wife were on a trip in Southern California when they had the following experience:

"On the evening of November 27, 1978 we were returning to Victorville after driving to Barstow to have dinner at a favorite restaurant. (It is 32 miles from Barstow to Victorville).

"My husband Max was driving and our son Don and his wife Jody were in the back seat. Max is very familiar with Interstate 15, since he drove this road every day for the six years we lived in Barstow. He was a truck driver for Yellow Freight System until he retired two years ago. I mention this because it helped us determine the length of time we had the UFO in view.

"We had remarked what a beautiful clear night it was and how bright the stars were. We were about eight miles south of Barstow when Don noticed this object. He tried to point it out to us but it took a couple of minutes before Jody or I could locate it. Don explained it as a light that couldn't possibly be a plane as it was changing from a bright white light to an orange color. It was low on the horizon when he first saw it and was coming towards us. It came from the Southwest and was going Northeast.

"Just seconds after I located the light, which was very small then, it flashed very bright light and was so much closer it appeared to be the size of a car headlight.

"At our urging Max had been looking for a safe place to pull over. When we reach the off-ramp for Hodge Road he pulled off there where there is a spot large enough to park and you can see for miles over the desert.

"Just as we stopped there was a flash of light so bright it startled us. We could hardly believe our eyes! This flash of light lighted up a cloud of mist and in the center of this mist was an object. It was flat on the bottom, saucer shaped with a dome on top. It was sort of a grey color."

"It was tipped at an angle, the higher side toward the direction it was traveling.

"We saw no lights on the object, rather the mist around it gave off light after the bright flash. In just seconds the lighted mist faded out and we could no longer see the object. It just disappeared. The mist that had been around it slowly drifted to the ground just a short distance in front of us. At this time we checked the time and it was 6:30.

"Max and Don had gotten out of the car and left the motor running. We did not hear any sound, and there were no effects on the motor or lights.

"We watched the Channel 7, 11:00 PM news that night. George Fishbeck, who gives the weather, said stations from Los Angeles to Redding (a distance of about 600 miles) began receiving calls at about 6:30 that a large object had been seen in the sky, so hopefully you may have received other reports.

"According to the speed we were traveling and the miles covered Max believes we had the object in view for five or six minutes from the time Don first saw it until it disappeared.

"When we got home we each drew a picture of what we had seen. All four were almost exactly the same. Something like this:" (Pencil sketch shows a hat-shaped object surrounded by mist).

Shortly after we learned of her sighting, we learned of another sighting in her general area by another Paradise couple. Mrs. Kline kindly agreed to interview the couple and the following is what she learned. We have withheld their identity as the investigation is not complete.

Mr. and Mrs. F left Paradise at 4:00 AM on November 28, 1978. It takes about one hour to reach the two tunnels. It was at this point where Mrs. F seems to become confused. She says she NEVER can sleep when someone else is driving. She said she remembers going through the tunnels, but a little later asked her husband if they had reached the tunnels yet. She felt groggy and didn't seem to know just where they were.

There is a Pacific Gas and Electric Plant about 15 miles beyond the tunnels and she doesn't remember seeing that. When she asked her husband if they had passed it yet, he became a little impatient and asked her what was wrong. She said she felt sleepy and "strange" and couldn't keep track of where they were.

The one thing Mr. F thought was unusual was, there was just no traffic on the road. They are very familiar with this road as they go to Reno at least once a month. Only one pickup truck passed them and they noticed a strange thing about it. It was leaving very dark tracks, yet the road was dry. Then they met two pickup trucks and they were not leaving tracks on the opposite side of the road. They followed the tracks for several miles, then they ended where it looked as though some other tire tracks crossed over them. I mentioned this because it seemed odd to them and seemed to bother them. They said "something" about the entire trip just didn't seem right.

The actual sighting took place a mile or so from Keddie. This is just a small resort with a few cabins.

Mrs. F was sleeping soundly (which she says is still hard to believe.)

Mr. F first noticed a light over his left shoulder. It was going down into the canyon. He yelled for his wife to wake up, that a plane was going to crash in the canyon. He slowed down trying to find a place to stop, thinking he could help. Mrs. F couldn't get wide awake. The object then came up out of the canyon in what Mr. F describes as being in "full bloom". Then it went down lower and he could only see it through the trees. Then it came up higher again and Mr. F says "There it was again in full bloom, orange colored, 40 to 50 feet across." It was not lighting up the canyon. It was traveling much faster than he was and was out of sight in a few seconds. Mrs. F did not wake up soon enough to see the object and hardly remembers going through Quincy. She said she felt strange and groggy almost the entire trip.

It wasn't until they reached Reno and went into a Casino that they discovered Mr. F's watches had stopped. They were running then but both of them were 31 minutes slow.

One watch is an antique Studabacker pocket watch and his wrist watch is a 21 jewel Timex.

When they reported the sighting two days later to the Plumas County Sheriff's station at Quincy they told them it was the eighth report they received for that night.

Swiss *[Continued from page one]*

e) The observers gave as distance from them to the UFO approximately 500 m. Concerning the pine trees on the ridge, about 200 m. from them, the dimension of the UFO could be 5 to 10 m.

f) On the slide the grassy foreground to the cliff is less or more in the shadows (the sky was partly overcast, those after a thunderstorm). Some tree shadows could be seen but vaguely. However, the UFO shows a distinct light reflection, so he was indeed further away than the cliff, also meaning it wasn't a small object (like a straw hat) close by.

g) If the time was about exact, according to the tree shadows the direction to the UFO was about east. The observers thought about northeast, which fits well.

h) The outline of UFO, trees and mountains are equally sharply cut.

i) There is almost no image vagueness by movement.

j) On the slide could be seen (less distinct on the copies) that the oval underside of the UFO isn't completely regular--maybe because of the shadow on the left. I'm not entirely sure about it.

k) To my opinion the UFO photo is genuine. There could have been found an easier spot for a fake-photo than this bare mountain region.

l) Strange enough the observer who took the photo (well known personally to one of the NOBOVO members) didn't see the importance of this a genuine UFO photo.

Use Of Hypnosis To Discriminate 'True' And 'False' UFO Experiences

By

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APRO Consultant in Parapsychology

This is a tardy reply to James Harder's request APRO Bulletin September, 1977; "I would very much appreciate any comments on the part of those to whom this is addressed." Tardy, but I hope helpful. It is tardy because it has taken me several years to intelligently focus on the things I said (or hinted at) in my address to the first UFO Symposium in Tucson (1972) where on very wobbly legs I tried to do justice to James and Coral Lorenzen's kind invitation to 'say something about the relationship of 'UFOlogy' to parapsychology.' I was 'hired' for that but at that time I don't think I would be one to whom Harder addressed his request. Perhaps not now either but at least I can boast a growing concern with explicating the enigmatic in the form of the UFO experience by the technique of regression hypnosis of people who claim close encounter experiences. Being that I am a synthesizer by nature, I have tried to integrate my own understanding of hypnosis, enigmatic experience in general, and the very practical concern (of investigators) with differentiation of hoaxers and people who have had real experiences. Being that I have worked with hypnosis for over a quarter of a century and have recently examined a number of UFO close encounterees (including Steven Dalis in the Travis Walton case) in the light of my own model of what hypnosis is, and in relation to its electrometric correlates (Ravitz, 1950), I now think I can offer some helpful suggestions.

That is what this little paper is about. To forestall misconception of my motives, I emphasize that I am quite sympathetic with Harder's approach (and dilemma) and that this is no down-putting of it.

Give a person who, under hypnosis, tells a hair raising tale of a close encounter. Given also that there are no internal inconsistencies, no obvious origin in "Star-Trek" type entertainment, no clear psychopathology, how do we know that the whole thing wasn't merely suggested? I have a doubt that one can look for the invariants of well established cases (no 'little green men' etc.). Examine the veracity (or reputation of same) of the experience, and be scrupulously careful not to suggest answers by the nature of the questions. But I ask, is there anything inherent in the procedure (assuming all proper precautions taken) by which a discrimination can be made? I think there is, or at least partially so, and now I speak of it.

In Lawson's report cited by Harder the 'imaginary' abductees were given the suggestion that they tell a UFO experience. We all know how fertile imagination can be at this point. As a kind of maverick in my thinking, I ask what does it mean to suggest something to somebody? Why is suggestion particularly efficacious (as so is claimed) in hypnosis? Such questions lead me in quite another direction. That direction involves an answer (whether or not true) to the question-what is hypnosis? In all the years I have worked in this field I have yet to find a unified answer to that question. Some say that hypnosis is nothing but heightened suggestibility while others liken it to trance. I have taken the bull by the horns and, for the sake of clarity, declared (for my own cognitive homeostasis if nothing else) that there is no **thing** called hypnosis. Rather we should distinguish between suggestion and a very specific neuropsychophysiological **state** which I call trance. Trance may exist when a person is hypnotized, it may exist quite independently of hypnosis, and it may exist in ordinary waking consciousness. I see the whole issue turning on this distinction.

What is trance? It is, to borrow terminology from John C. Lilly (1977), attenuation or obliteration of that cognitive feedback which he calls the observer-operator (ob-op) function. With this function we can, for example, clearly recognize that our thoughts and feelings are but operations in the biocomputer (brain), not necessary functions of me (the analog I, Jaynes, 1977), and are mutable at will. With diminution of this function (note that I called it feedback) we attach biocomputer operations to the hypothetical I or me; we say I saw a UFO, I feel anger, or I know that Jesus is my savior. Any input to the biocomputer in the state of diminution of the function which recognizes I am . . . statements as plastic creations; one substitutable for another, has the force of virtual determination of output. These, as I see it, are suggestions. They are obeyed just as Jaynes' bicameral man obeyed the voice of the God. Suggestion is thereby augmented in trance, whether or not hypnotically induced. In the ordinary waking state, with ob-op functional, we pick and choose among suggestions (much to the consternation of advertising men who revert to subliminal suggestion) but in trance, with ob-op diminished, suggestion has its effect. If we could differentiate between trance or no trance induction in what is called regression hypnosis of (alleged) UFO encounterees (I don't want to use the perjorative word contactee), we could, I think, fairly accurately assess the influence of suggestion (by operator or whatever). Is there a way to do that?

I think there is. This by monitoring the bodily direct current (DC) electrical field. In that type of hypnosis where the subject says, "I wasn't hypnotized, I merely cooperated with your (silly) suggestions," as in contrast to that in which the subject has no subsequent memory of what happened (as in the Betty and Barney Hill case)

(assuming such memory loss was not covertly or overtly suggested to be cooperated with), there will be no significant change in the DC potential recorded on a high input impedance voltmeter at the transtemporal silver chloride salt bridge electrodes. Otherwise the DC potential curve will follow Ravitz' curve, going negative (assuming electrode arrangement as he defined) and then rapid return to baseline at deinduction. This, I have found, is correlated with *trance induction* and is not a necessary concomitant of anything which passes for hypnosis. In other words, what we have is a physiological way to distinguish between states where heterosuggestion (from whatever source) can be determinative and those in which suggestion by the operator can largely determine behavior. The investigator need merely appeal to the memory of the subject, tell it like it is, to get a fairly non-contaminated account.

Parenthetically, there is another pivotal corollary of trance which the careful investigator should note. As mentioned by Steven Rosen (1977), a change in the sense of time passage (which I call temporality to distinguish it from clock time), is a harbinger of that 'shift in consciousness' which, in my jargon, is obliteration of ob-op function. For me, as I elucidate in my forthcoming book, *Existence is Creation: A Novel Inquiry into the Enigmatic*, that change is curcial. I check it with trainees at Potential Research Foundation undergoing sensory isolation tank training to control chronic pain, or reverse intrinsic pathology, to see if suggestion given is effective. When slowing of temporality occurs, I assume trance has been induced. When it occurs suggestion is effective. Further discussion of this dimension of the problem is out-of-bounds here.

I have applied the technique of trance induction to several people who have come to me to relieve their anxiety (so they say) over enigmatic UFO experiences. What I have found is that when the subject is faking (understanding now that such faking may be, for them, a way of placating reason to account for anxiety arising from a quite different source and not malicious) there is either no substantial DC potential change (no trance) or whatever verbal account they present is patently derivative.

Let me summarize. I have presented a view within which a sophisticated investigator, well aware of the viscidities in this murky field can, as a function of how he/she conduct the [so called] *hypnotic examination*, make a fair (but admittedly not perfect) discrimination between hoaxers and lambs of experience. Such a method, I understand, is what Harder called for.

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NEW ZEALAND

By D. Bruce S. Maccabee
Continued from February Bulletin
TRIP NORTH

21 about 0216 ; P took off from CH toward the northeast along the "MOTO" track toward Kaikoura East. The heading is 033 magnetic or 054° true (i.e., 54° clockwise from true north). DG had replaced NC. The climb rate was somewhat greater than 1000 ft/min., a number which decreased as the altitude increased, and the air speed was about 155 knots, a number which increased with altitude. There was a southwest wind of about 15 knots which added to the air speed of the aircraft.

22 about 0218:40 the plane had travelled about 7 miles from CH and was not yet over the ocean. It was at an altitude of about 2800 ft, and was just breaking through a low cloud cover that was over the land. S, D, and DC, who were in the cockpit, observed a bright light through the cloud tops. The light was about 10-30° to the right of the airplane heading. The light was apparently about at the height of the plane. S's first impression was that he was looking at the full moon without seeing any features. (The moon had set in the west many hours before.) G described it as a 'squashed orange.' S turned on the airplane radar and placed it in the "mapping mode." About the time that the light was first seen DG and F, who had been sitting in seats in the loading bay during takeoff, arrived on the flight deck and G pointed out the light to them. This was at about 2:18 A.M. according to a note written down by DG. DG described the light (not necessarily his first impression) as looking like a ping-pong ball (white) that was in a dark room and illuminated by a spotlight. DG also recalled a light below the object which he attributed to a reflection on the ocean. (It might have been a reflection on clouds.) DC had filmed the takeoff from CH so he was ready to film and probably was filming at the time that F and

(Continued page six)

DG arrived on the flight deck. F was now operating the recorder. H recorded: "we are now about 3 minutes out of Christchurch airport and on our starboard side we can see two very bright lights . . . one much brighter than the other. The only way to describe it . . . it's like a very very bright star and just below it is another light not quite so bright."

23 about 0221:30 : the plane radar warmed up and S switched from the 50 to the 20 mile range. He picked up a target about 30° to the right of straight ahead just inside the 20 mile range ring. By this time DG had moved so that he was standing behind S on the left of the plane where he could see the radar scope. DG repeatedly compared the direction to the bright object with the azimuth (angular direction) of the target on the scope and assured himself that both directions were the same. S and G were also sure that the radar target was in the same direction as the visual target. S and G estimated that the size of the radar blip was 3 to 5 times that of a blip from a large fishing boat. The altitude of the plane at this time was about 6000 feet and it was about 15 miles out of CH. About this time F recorded, ". . . those two lights appear to be travelling with us . . . the brighter light is still up above the other and has moved a little further ahead . . . now it's just dimmed! It's gone! . . . back again. It appears to be going behind a cloud. I can't quite make out whether in fact it is going behind a cloud or whether in fact the light is just dimming . . . it's lighting up the clouds around us . . ." DC filmed a light which did fade in and out. DG described the object as if it were a light connected to a dimmer switch so the brightness could increase and decrease continuously rather than going off and on abruptly as when a light is switched off and on.

Since the target was about 18-20 miles away from the plane at about 30° to the right, and since the plane was about 15 miles from CH, the target was 32-35 miles from CH. Since the CH radar has a "cone of silence" that extends upward from ground level as the distance from the airfield increases at a rate of 100 feet/mile, an object below 3000 ft. at 30 miles would not (normally) be seen. A weak target for 50 cm radar might not be detected even at altitudes somewhat greater than 3000 ft. at 30 miles. Since the object was not detected by CH radar it was probably at an altitude of around 3000 ft or lower. Since the airplane radar was operated in the mapping mode the 3 cm airplane radar beam could have picked up a target at a lower altitude.

Sometime during the time interval from 0222-0225 DG scribbled a note: "close as 10 miles; 170 knots; pace aircraft." At about 0225-;225:30 the target went off radar because the azimuth angle to the target had increased from 30° to beyond about 50°, which was the maximum angle that the scope would display. Before it went off the scope it may have come as close as 8-10 miles, according to S, who had the best view of the scope. G remembers

it being at least as close as 12 miles. F recorded "We must now be about 30 miles out of Christchurch and that bright light is still with us. According to Captain Bill Startup it came as close as 10 miles to us . . ."

24 about 0227 : P contacted W and said that the plane was 32 miles out of CH at an altitude of 11,500 feet and that there was a "great big target sitting at, uh, 3:00 to us . . . at about 12 miles." P then asked W if W had anything on radar. However, W had not been expected to be called and was not looking at a range great enough to see the plane. W did say that there were many targets off Clarence and Kaikoura. The plane was climbing at a rate of about 800 ft/min at this time and travelling at about 200 knots ground speed*

25 about 0229 : the plane reached the cruising altitude of about 13,000 ft and an air speed of 215 knots. S and G decided to turn to the right toward the object to see what would happen. S made a turn that lasted about 45 seconds. He hadn't expected to have to turn very far, suggesting that the object was not directly to the right of the aircraft, but was still somewhat ahead. However, he found that he had to keep turning and he finally stopped when he had turned about 90° to the right. Before the turn started F recorded "The pilot has just told us he is going to actually level off . . . and head toward the object to see what happens." During the turn F recorded the *apparent* motions of the object, not realizing that the turning of the plane made it look as if the object were moving up and then down and then to the front of the aircraft. After the turn was completed the sighting line to the object was ahead and downward. DG wrote a note "2:30 A.M., directly ahead, no radar reading." The fact that it was not seen on the radar scope even though it was ahead of the airplane suggests that the sighting line to the object must have been considerably lower than 15° below horizontal, which is the nominal lower bound of the radar beam in the mapping mode. (The pilot did not try to increase the tilt of the radar beam.) If the sighting line had been at an angle of 20° below horizontal and the object had been at an altitude of 3000 ft. while the plane was at 13,000 ft. the distance to the object would have been about 5 miles. G had the impression that the plane had "overflowed" the object as far as the radar beam detection was concerned.

During the time that the plane was on its southeast course the sighting line to the object moved around to the right again. When the sighting line was so far downward and to the right that S could not see the object he decided to turn to the left to regain his original track. Before he turned he could see a glow in the right-hand windows and the other passengers could see the object. S and G remember flying for "no more than" 4 - 5 minutes on the southeast heading

before turning back. Actually they must have flown only about 1-1.5 minutes on that heading.

About the time of the turn to the right, DC stopped filming and went downstairs into the loading bay to get his bigger lens (he had been using the 100 mm, and now he got the 240 mm lens). It took several minutes for him to install the lens on the camera, but it was ready to film probably just before the plane turned to the left.

26 about 0231 ; S could no longer see the object so he turned left onto a heading of 066 magnetic (087 true) for a short time and then he continued the left turn to head back to the "MOTO" track. F apparently mentioned the start of the turn saying "It's now dropping away right below us . . ." (He was not aware that the captain had decided to turn. Since he was looking out the right window, when the plane banked to the left it would appear to him that the object dropped downward.) Fogarty continued, "It appears, in fact, to be gaining speed . . . rising, coming back up towards us again . . . It appears to be coming straight for us . . . It's getting a little bit brighter." A few seconds later F said, "It's now dropping right away behind us."

Probably during this turn DC obtained film footage with his 240 mm lens. This footage shows an image which starts off large, then shrinks to small bright images, and then grows large and dim. He described the large image to F: "It now appears to be an oval shaped object with rings of light going around." A previous description given by DC before the plane turned to the right was that it had a "brightly lit bottom and a sort of transparent top." The large image was apparently an out-of-focus version of the smaller image. During the time that the 240 mm lens was in focus DC did obtain images that are consistent with his description of the object as seen earlier through the 100 mm lens. These focused images are sort of bell-shaped with bright bottoms and less bright tops. The angular sizes of the focused images obtained with the 240 mm lens are about the same as the sizes of the images obtained earlier with the 100 mm lens, suggesting that the object did not actually get closer to the plane at least during the time that DC was filming. However, it apparently did get quite close to the plane after DC filmed it. DC could not film when the sighting line was too far below horizontal because the top of the film magazine would have bumped overhead switches. Therefore he was not able to film it during the time that it apparently passed under the airplane.

During the left turn S was surprised to see the object, which had been on the right side of the aircraft, suddenly appear at the front left and apparently above the aircraft. (The appearance of being above may have been due to the tilt of the aircraft during the left turn.) The object then appeared to move downward and pass behind and beneath the aircraft. F last saw it out the far right window while looking almost straight down on it.

27 about 0233 ; the plane regained the MOTO track at some point north of "MOTO" which is 40 miles out of CH. There is a "slight" time problem here in that the W and CH controllers were discussing the position of the plane at 0229:30-0230 and in their discussion they implied that the plane was already heading for or about to reach the MOTO track, perhaps close to the point MOTO. The estimate listed previously that the plane turned to the right at 0229 is based on the requirement that the plane reach its altitude of 3,000 ft. and upon the statement made by P to W at 0227 that the plane was at 11,500 ft. The estimate that the plane turned left at 0231 is based on the minimum length of time taken by F's recorded comments during and after the turn to the right. The estimate that the plane reached the MOTO track at 0233 is based on the travel time of the plane to go along a track as indicated on the map from #36 to #27. These times and the estimated path of the airplane, as well as the estimated path of the object, are all subject to revision.

28 about 0241 : W reported to P that there was a target at 20 miles at 10:00, just off the coast 6 miles north of Kaikoura. The location of the object for #28 on the map does not agree exactly with the location reported by W, but it is close. There was no visual sighting, but S may have seen it on the plane radar.

29 about 0245 : W told p that the same target was at 16 miles at about 9:30 to the plane. There was still no sighting.

30 about 0246 : the plane "turned the corner" at Kaikoura East and headed toward Cape Campbell, which they estimated they would reach at 0300. W read the Blenheim weather report. Then, at about 0246:30, W told the plane that the same target just north of Kaikoura was at 9:00. The plane did not indicate that the target was seen.

31 about 0247 : W reported two targets at 11:00 at 15 miles. P responded, "We don't seem to be picking them up quite so easily on the leg (of the trip)."

32 about 0248:30 : W reported a target at 9:00 at 8 miles. P did not indicate that anything was seen.

At about 0250 F recorded the following statement: "We've now just passed Kaikoura and, uh, there's been no further activity. There are pinpoints of light in the sky, but nothing's been confirmed on Wellington radar. I, for one, am hoping that, uh, we've seen enough, and, uh, the rest of our journey back to Blenheim will be uneventful. I've had quite enough of UFO's for one night." Apparently S had the same feeling. He said that he had detected objects on the airplane radar which appeared to him to be in the positions reported by W, but he didn't tell anyone and, in

fact, paid very little attention to the radar screen throughout the rest of the trip. He did tell several people after the trip was over, however, that he had had targets on his radar.

33 about 0251 : P asked W if there was a target in the 12:00 position. W responded, "... a strong target at 12:00 to you at 20 miles . . . 2 miles off the coast, 10 miles south of Cape Campbell." P responded, "We have that one also (?) and quite a good visual display at the moment . . . it looks like a collection of lights . . ." F recorded: "About 30 seconds after that last statement we've got another one right in front of us . . . very bright . . . seems to be a long way away. Another one just to the left of it. that one flashed extremely brightly. They've both now faded . . . The other one's flashing again. It's giving off an orange flashing light. It looks like an aircraft beacon." (Note: this comparison is intended to convey the visual impression of very brief and bright flashes as opposed to "pulsations" in which the light grows and dims slowly enough so that the brightness change appears continuous rather than abrupt.) F continued "It's moving off. It's extremely bright. It fades . . . and it's dropped. It seems to have just dropped at an incredible speed and it seems to be rolling and turning . . . in fact, . . . one light has another beside it." The "rolling and turning" was described by F as movement around a sort of elliptical path with the long axis of the ellipse in the vertical direction. The object travelled downward in the elliptical motion faster than it rose upwards, in the opinion of F. DC obtained about 7 feet of film that show a light source that changes in a regular cyclic manner from bright white to dim red and orange for about 32 cycles at a rate of 1.1 cycles/sec. The bright source also apparently moved up and down in a flattened elliptical path much higher than it was wide. This up and down motion was periodic, at least for the first portion of the film, at a rate of about 2.5 cycles/sec.

After describing the flashing light that dropped, rolled, and turned, F described a "whole cluster" of lights including one that "keeps flashing" and was part of a "distinctive" pattern of lights. This one may have been the Blenheim airfield beacon.

After describing the "collection of lights" to W, P asked W if the Blenheim beacon could be turned off so that the passengers on the plane could be sure that they weren't mistaking it for a 'flashing UFO'. The Blenheim beacon flashed red every 1.5 sec. or so. (Note: At this time the beacon would have been about 45 miles from the airplane and perhaps under the 1/8 cloud cover over Blenheim. The cloud cover was at 4000 ft.) The beacon was turned off and at about the same time the bright flashing light disappeared.

34 about 0252 : W called the plane to report, ". . . two further targets, one at 9:00 at 8 miles and one at 10:00 at 10 miles." Within a few seconds W also reported "the one south of Cape Campbell has

now gone off radar." The disappearance of the target from the radar scope was approximately (or exactly?) coincident with the visual disappearance and with the turning off of the Blenheim beacon. However, the radar would not have lost a target just because the Blenheim beacon was turned off.

Whether or not the Blenheim beacon was in fact seen was not established. Other bright lights did appear within seconds after the flashing one disappeared. However, they may not have been to the left of the plane as were the W radar targets which "replaced" the "strong target" that had been south of Cape Campbell.

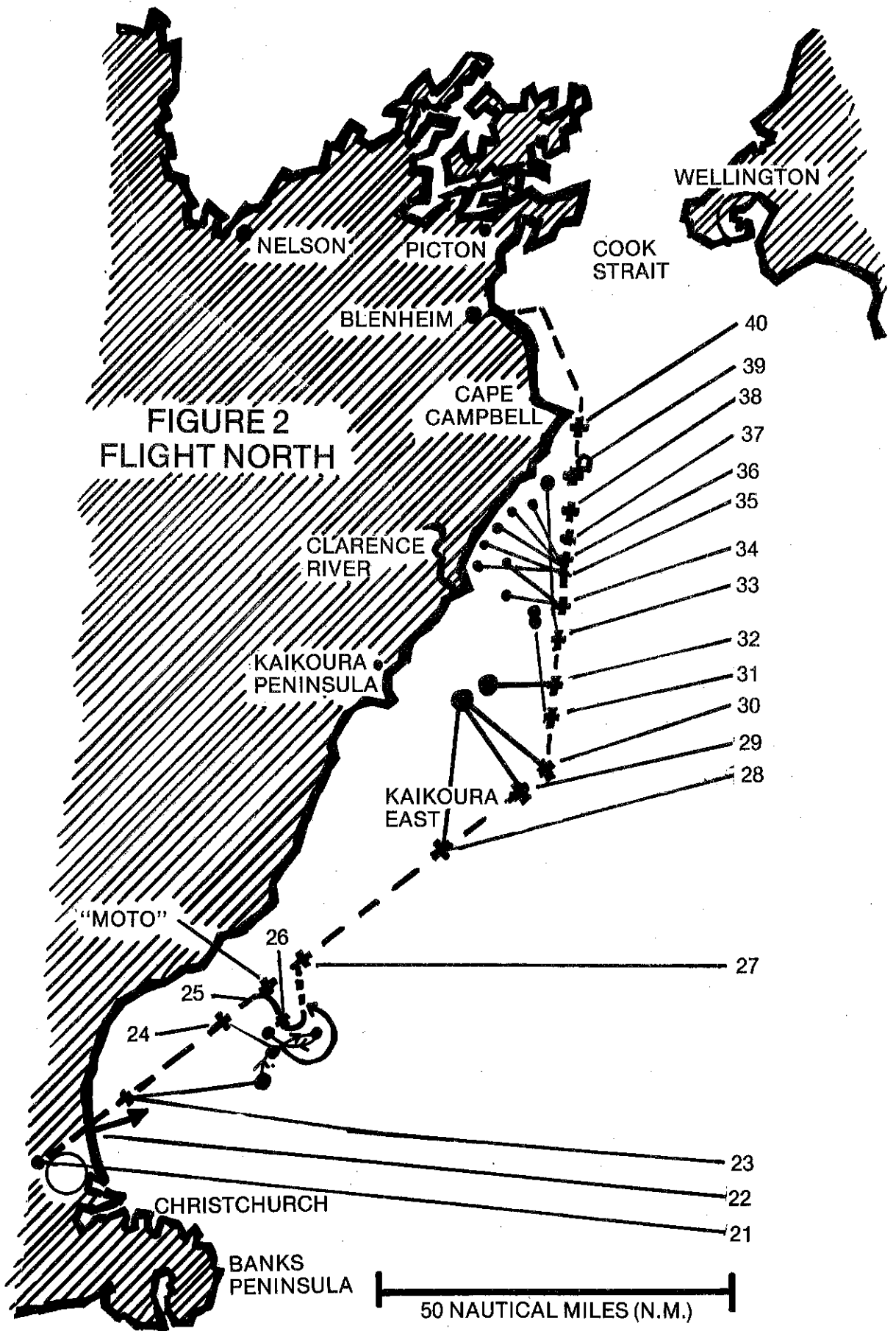
F recorded, "Well, we can't be right all the time, but it in fact appears that the last flashing light we saw was in fact a beacon at Blenheim and the pilots asked for the beacon to be turned off. But at the same time that they turned the beacon off, Wellington radar told us that we had targets coming from the left of us. But as I speak now, we have another one, above Blenheim, and that's not a beacon because it's not in the same position as the lights were before, and these sightings at the moment are right in the position where Wellington radar said they should be!" Actually, W radar had referred to targets to the left of where the strong target had been, and F referred to a light that was to the right of and higher than the one that had disappeared. DG described these lights as "pulsing" on and off as if they were incandescent bulbs operated with dimmer switches so the brightness could change continuously rather than abruptly.

35 about 0253 : W told P about 4 targets at 9:00, 9:30, 10:00 and 10:30, all about 1 mile off the coast. One or more of these may have been seen.

36 about 0254 : W told the plane that it was about to merge with the target that had been just ahead. Since W did not have any measure of the heights of the radar targets W could not have told the plane whether it was above, below, or level with the anomalous target. The passengers were unaware of any target close enough to "merge" with. However, about 0255:30 the plane said to W: "We had a pretty bright light. We have it again now. It appears to be behind Woodbourne (Blenheim Airfield) from where we are . . . Do you have anything over there?" W responded, "Nothing showing over there at all."

38 about 0256 : P asked W if there was anything in the 2:00-3:00 position with respect to the plane. W responded, "Nothing showing up 2:00-3:00 to you. I have a target just off the coast at 9:30 . . . at 5 miles. "The passengers may have seen targets at 9:30." P then described lights that looked like fishing boat lights on the right side in the Cook Strait. W then responded, "I got just one paint now at 3:00 to you at 15 miles," and P said, "Roger. Sounds like some of the lights we can see . . . scattered through the Strait."

(Concluded on page six of April Bulletin)



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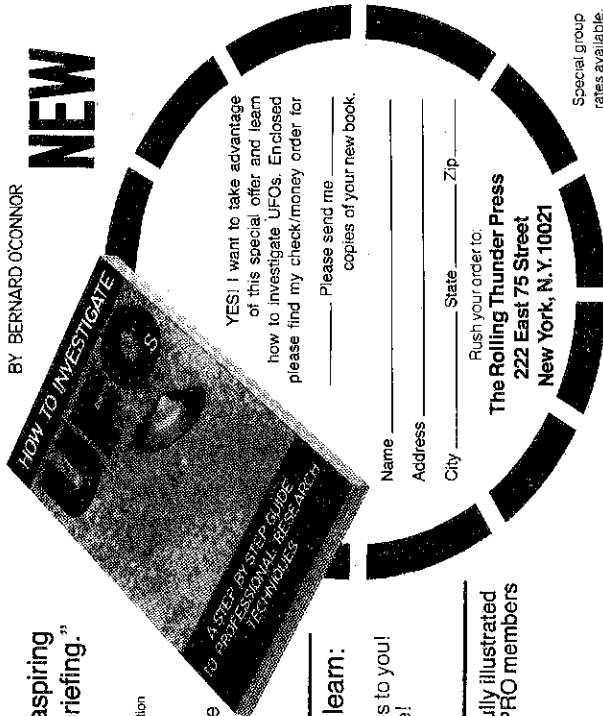
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