

THE A.P.R.O. BULLETIN

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ALAMOGORDO, NEW MEXICO — NOVEMBER, 1958

MAN CLAIMS FACE BURNS FROM UAO

THEY'RE BACK AGAIN — IN INDIANA

The following was forwarded to APRO by Frank Edwards and Ray Streib: On Friday, October 3, 1958, shortly after 3 a.m., Freight Train Number 91 on the Monon Railroad was southbound through the little town of Rossville. At approximately 3:10 a.m., the fireman, Cecil Bridge, noticed a formation of four oddly glowing white lights crossing the tracks ahead of the train. The engineer saw them also. Bridge saw the lights turn and come toward the train at an estimated altitude of 2000 feet. He picked up the microphone and over the radio intercom he alerted the crew members (3) in the caboose. The conductor, Ed Robinson, was in the cupola and had already spotted them. He told Edwards, as he did others, that the objects came down low, possibly 200 to 300 feet and swept the length of the freight. Since they had 51 cars, that means about half a mile in length. The objects changed color as they changed speed, from white when moving rapidly to orange red or deep red when moving slowly. After traversing the entire length of the train, the things wheeled in formation and sped away to the east—then they came rushing back and followed the train. Robinson says they were very low at times, scarcely more than above the treetops. They appeared to him to be about forty feet in diameter, and eight to ten feet thick, although no specific conformation could be discerned through the glow.

The crew told Edwards that at times the things would speed up and approach the caboose from behind the train. Robinson had a powerful flashlight, he shined it on the things and they fled, only to return a few minutes later and repeat the eerie performance. Finally, they moved off slowly toward the northeast and were lost in the distance shortly after the train had passed through Kirkland.

The five crew members on the train agreed in what they had seen and what had happened. Notice this—the things had been performing around that train for

(See *They're Back Again*, page 3)

MONSTER

Although the Riverside, California report that a monster had been frightening people in the area, is not what can be considered Aerial Phenomena, we feel that the descriptions are interesting and should be noted. AP's account on 11 November gave the following information: The monster is still plaguing Riverside, California. The sheriff's office received some 28 calls about the "thing," but the most detailed description came from 24-year-old Charles Wetzel of Bloomington, who said the thing jumped in front of his car and clawed the windshield as he was driving home. He stepped on the gas and drove away at a high speed, leaving the "thing" behind. He described the monster as having a round face, two eyes shining like something fluorescent and a protuberant mouth, but with no ears. He also said it was scaly, not like fish scales—but as if it was covered with leaves. "It had a longer arm than anything I'd ever seen," he said. "It reached all the way back to the windshield and began clawing at me."

As far as we are concerned, these details are very skimpy, but would like to point out that one part of the description belies the supposition of sheriff's deputies that the thing was actually a "Halloween prankster." Would such a prankster grab at a speeding auto? Wetzel (whom the AP described as "sober") said that it made "inhuman gurgling noises" as it fell back when he increased his speed.

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Philip Small and Alvin Cohen of Baltimore, Maryland, were questioned by police investigators after they reported their encounter with a glowing, egg-shaped "thing" near the Loch Raven bridge at 11:30 p.m. on the evening of 26 October. The Baltimore News-Post featured across-the-page headlines on both issues of their Monday paper. The story was not carried nation-wide by either of the press services.

This account is reminiscent of the Stokes report of last fall. Cohen and Small were driving along Loch Raven drive toward the Dulaney Valley road, and when they approached the No. 1 bridge just above the dam, they saw the big, white egg-shaped thing floating or suspended over the bridge. It appeared to be about 100 feet long. As they approached to within about 75 feet of the object their car motor and lights stopped functioning. Both men got out of the car and watched the object for from 45 seconds to one minute. Suddenly it began to glow "intensely" and threw off a lot of heat. It then shot straight up into the air and a loud clap of thunder or sound was heard just before it went out of sight.

The men got back into the car. It started right up when it was turned on, and the lights functioned normally. Small said that he felt the heat of the object and that his face felt as though it was burned. The men drove away, and called police. When interviewed later, Mrs. Small said that her husband's face was bright red and hot to the touch when he arrived home.

Police investigators searched the scene, found nothing, then reported the incident to J. E. Davis, special agent for the Office of Special Investigation at Fort Holabird. Reporters contacting Davis at Fort Holabird, were told that he could not give out any information on UFO investigation, and referred them to Air Force Research and Development Command at Andrews AFB. A call to Andrews brought the suggestion that they call Major Tacker, public relations man for UFO investigations at the Proving Ground. Tacker stated that when all the men were in, a formal statement would be made. No statement has been made. this writing.

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WHY?

Since the beginning of the mystery of the flying discs, one question has been constantly repeated by each and every saucer enthusiast the world over and echoed again and again in the pages of UFO research journals. Although there are many questions prefaced with the word "why?", the one with which we will concern ourselves in this article is, "Why are the authorities determined to maintain an attitude of ridicule toward the possibility of the reality of the flying discs?" The follow-up question is usually "Why don't the authorities admit they are real and interplanetary?"

There certainly exists sufficient circumstantial and photographic evidence to indicate that something strange is going on in our skies. There now exists physical evidence which is not explainable in conventional terms. I have often argued that if a man witnesses a murder, his testimony is sufficient to send a fellow human being to his death; but if that same individual were to witness the flight of an unidentifiable, unconventional object, it would be sufficient to send him to the booby hatch. That is the situation as it exists today. Why?

Not long ago, I discussed this question via letter with a fellow researcher who had been active in UAO research since 1948, and who concentrates his energies primarily on an attempt to break the "silence policy" of the military and governmental authorities. He said he felt fear played a large part in the secrecy. I have personally felt, since the ridicule,

denial and disqualification method was initiated by authoritarian agencies in 1952, that no mere individual or group of individuals could accomplish this task; therefore I have attempted, through a policy of working primarily with reports and facts, to amass a sufficient amount of circumstantial, photographic and if possible, physical evidence, to either prove or disprove the reality of the flying discs. This method, however logical and reasonable, is not enough to convince the general public of something which the authoritarian agencies do not want them to believe, and which they take great pains to conceal. Why?

Whether we UAO researchers like it or not, we simply do not carry enough weight, even with our bulging files of documented sightings of unconventional aerial objects by the best qualified observers. Although we are experts in the field of UAO research, we are not experts in recognized fields of endeavor. No matter which of us, however qualified, makes a public statement, there is always a more qualified person in an identical scientific field to repudiate our claims. Collectively we have sufficient qualification, but singly, we do not.

Prior to my initiation into the field of UFO research (which was actually non-existent at the time) my prime interest was the study of astronomy. At one time I had hoped to further my education, obtain at least a B.S. in astronomy and dedicate my time to that field of science. However, in 1947 I recognized the fact that UFO offered a far greater challenge and gradually put aside my private studies, and in the process forgot a good deal of the basic theories and facts regarding astronomy. My telescope stood unused and forgotten most of the time, and this apparently has been my undoing.

Only recently I re-read my correspondence with Edgar Jarrold, the well-known and respected Australian UFologist who quietly, enigmatically and quite finally left the field of UFO research after a conference with high-ranking AAF officials in July, 1954. I suddenly realized that I had had the real reason for the authoritarian denial of the existence of UFO reality in my hands for over four years without knowing it.

Most UFO researchers have, at one time or another, considered a great natural catastrophe as the reason for authoritarian silence on the disc question. Others studiously avoid the possibility, possibly out of fear. Through the past 11 years, I have heard many natural catastrophe theories exploited, from a sliding polar ice cap to displacement of the magnetic poles of the earth but seldom if ever any discussion of the theoretical cause of these possible calamities. It was only recently, when I happened to glance at a newspaper which con-

tained several articles dealing with "unseasonal cold," "unseasonal heat," hurricanes, etc., etc., that a glimmer of the possible truth began to show itself. Fortunately, many APRO members have had the forethought or, possibly, curiosity, to clip and include with UFO reports, newspaper accounts of these unseasonal climatic conditions. A cursory check showed that these "unusual" weather conditions correlated with the Mars conjunctions and, incidentally, that during these conjunctions, some very pronounced and unusual happenings took place on the Martian disc (i.e., dust storms, explosions, etc., generally attributed to volcanic activity by scientists, and to activity of the occupants of the discs by UAO researchers). The latter, of course, after a bit of thought, is as ridiculous as any of the official explanations for the discs themselves. Some say the explosions on the Martian disc are signals. Hardly, I say. If they can travel here, why go to all the trouble to cause a gigantic Martian explosion which is unintelligible to us and which would only be visible to us under the finest of atmospheric conditions and with the aid of the most powerful telescopes? Quite a gamble, in my opinion, when it would be quite simple to signal from the atmosphere of the earth, in which their vehicles have been operating for years.

Another clue to the answer to the UFO quandary was the guarded statements made to me by Jarrold in some of his many letters. A philosopher, Jarrold several times emphasized that UAO researchers should at all times bear in mind that their work should be correlated with its relation to public benefit. But before we consider a researcher's obligation to the public, let us examine the theory I wish to set forth.

As I stated above, I have sadly neglected my astronomical studies. But once I began to explore the apparent relationship between the Martian conjunction and the climatic changes on earth, I looked for another factor. Mars reached its closest orbital position in relation to earth in August 1956, and is now receding from us. Despite this, extreme climatic changes continue to take place.

(To Be Continued)

UAO Pictures

The "Rio" picture, from the front page of the July 1958 issue of this Bulletin, will soon be offered for sale at the usual price of 50 cents per 5x7 and 75 cents per 8x10. If you would like this picture, get your order in now, and give us at least eight weeks to fill them. This is one of the time-consuming services offered by APRO, but we do need **time** to fill photo orders.

THE AF RUNAROUND

In July, Mr. Lorenzen, our Director of Public Relations, wrote to ARPA in Washington, suggesting a scientific investigation of the UAO enigma. In August APRO and Mr. Lorenzen received a brief note informing us that his letter had been referred to Major Lawrence J. Tacker, Executive Officer, Public Information Division, Office of Information Services, at the Pentagon. A letter dated 29 September which said nothing, and enclosed the usual "Fact Sheet" finally arrived. The release was dated November, 1957 and contained the usual amount of balloon, reflection and aircraft data.

Another copy of that same news release accompanied the return of a copy of the "Fortune" color slide which had been turned over to Major Hillis, the Holloman UFO Investigating Officer, when the picture was released to the public via the news wires last August. On the slide's cardboard mounting was written: "To Photo and Micro Photo Lab—Make contrast, density prints and full analysis." Apparently the man who took care of the routing of this picture knew how to go about it. The results of that analysis, however, were not made available to the public or to APRO. We can assume, however, that it was a reasonably good job, although to do a really accurate analysis, it would have been advantageous for them to have the original.

The slide and the accompanying news release were addressed to Mr. L. J. Lorenzen, who is our Director of Public Relations, despite the fact that the slide was turned over to the Air Force by the Director. So it is evident that the Air Force had correlated the slide and the letter to ARPA. The usual runaround was immediately put into effect.

Special Reports Considered

APRO has in its files several lengthy reports (too lengthy to be used in the Bulletin) which should be made available to members. One is an investigation of and conclusions concerning the mysterious ice falls, another an examination of all facts available on the Levelland, Texas incidents of November, 1957. We are considering a "special report" department which will furnish these reports at a minimum cost, which could be paid in stamps. Each report would be printed, the same paper size as the Bulletin, at least four pages, and mailed first class. We would like simple, straightforward votes on this Special Report system, on post cards bearing only the words Yes or No. We hope to be able to furnish these reports for the sum of 25 cents each, or 6 four-cent stamps, including mailing.

THEY'RE BACK AGAIN . . .

(Continued from page 1)

one hour and ten minutes over all. Edwards had Robinson and Bridge on the air with him on Friday night. Both AP and UPI called and interviewed both men at length. AP carried the story on the state wire, UPI carried nothing. Bridge is a former Air Force man—450 hours as a crewman on heavy bombers. Robinson is also a vet but has had no flying experience.

DANVILLE

Meanwhile, from Danville, Indiana, comes a report of "blinding bluish-white objects" seen between 3 and 5 a. m. Dewey Taylor and other employees of the Lejons railroad yard south of Danville reported that the objects could be seen in the east traveling back and forth from north to south at a fast speed. They appeared to be about the size of stars, witnesses said.

MITCHELL—"ANGEL'S HAIR"

Then came October 13. Mrs. Arthur Cottengain of Mitchell, R. R. 3, reported that strange strands like spider webs floated earthward near her home. Neighbor Johnny Applegate's family saw and handled the stuff. Mrs. Luther Jenkins who was visiting at the Cottengain home for the afternoon, planned to take some of the material home with her. She took some inside but it was almost gone by the time she was ready to go home. She said that although it did not feel moist, it appeared to evaporate. None of the stuff was left the following day.

Material similarly described fell at Franklin the same day. Dr. Herbert Wallace of Franklin College Biology Department speculated that the unknown substance might be the webs of migrant spiders.

On October 10 spider webs complete with spiders fell at Portales, New Mexico. These webs, however, did not evaporate.

At 3:52 a. m. on October 14 Marion County (Indianapolis area) residents began reporting two high-flying noiseless objects. Calls continued to come in until 5:30 a. m. as city and county residents reported the objects maneuvering and hovering. Sheriff's Deputy William Landrigan said that they flew east to west and then made a 90-degree turn toward the south.

That same evening saucers were also busy "next door" at Aurora, Illinois. Police and "usually reliable" witnesses described them as intense white to dazzling gold. County Deputy Louis Parreant watched one which broke formation over Downers' Grove but it slipped over a hill and disappeared. Another deputy, Melvin Lowe, reported seeing one lazying along at about 1,000 feet altitude before zooming straight up and vanishing. At

UAO Picture Originals

Greater attempts must be made on the part of members to obtain originals of UAO photos for examination by Mr. Hopf. For a thorough, accurate examination, the original negative is needed. Often the author of such pictures will not want to give up his or her picture, but members should impress upon these individuals that a comprehensive analysis demands the original negative. In such cases, APRO is more than happy to return said negatives after analysis completed. Too many apparently good UAO photos have fallen into the hands of the contactee element for use in furthering their fraudulent claims. These photos are very important to UAO research.

UAO ON HONEST JOHN FILM

In the spring of 1953 an Honest John was being fired at White Sands Proving Ground. During one particular mission an ovoid shape appeared on three consecutive frames of Askania film—immediately above the missile. There was a two-station camera coverage in effect at the time.

One roll of film had arrived at the film reading department from the Photo Lab and was causing considerable comment among the readers and analysts when an Air Force officer appeared on the scene and confiscated the film. The roll from the other camera station was picked up at the Photo Lab in the same manner.

On the following day, a report was circulated that the ovoid was a ball of exhaust gasses from the Honest John. This story was such a poor hit that it was soon replaced by another. A small object, probably a bird, had passed in front of the camera—so close that it was completely out of focus—and had produced an elliptical "light core" on the film. This one went over better but it still leaves a few obvious questions unanswered: (1) Did a bird fly in front of the other camera, miles away at precisely the same time? (2) Why wasn't the film from this firing processed through normal channels? A bird flying in front of a camera would not inhibit the value of the camera coverage if it only appeared on three frames and even then did not mask the missile—only appearing above it.

The work and expense which goes into a single firing is tremendous. Does it make sense to waste this valuable data just because of a little light core? (Note: The Askania frames were exposed at the rate of **four per second!**)

Wheaton and Glen Ellyn, Illinois, they'd been seeing them for three nights in a row.

ANOTHER UAO POWER POSSIBILITY?

By GASTON BURRIDGE

The motive force used by UAO's is one of their perplexing manifestations. Their power evidently can be controlled instantly, is one with large reserves to sustain acceleration over considerable time. Seeing possible suggestions as to the nature of this energy has led us into many strange corners. One of these is Thomas Henry Moray's "Radiant Energy" device.

As of today, Moray's Radiant Energy—or "R-E," as it is often called—is hardly capable of delivering enough force allowing us to say, UAO-wise, "Eureka, we have found it!" But is it too fantastic as a "suggestion," a possibility, something to roll over in our minds?

Before proceeding farther we should say Moray's device is not accepted by Science, though more than 200 persons have witnessed demonstrations of it. Among those are several scientists of high repute. These gentlemen do **not** say Moray's apparatus is a fake. They say, "We do not understand it, nor the concept under which Dr. Moray claims it operates, therefore we have no confidence in it!" Either they do not **know**, or they will not **tell**, **how** they believe Moray is faking—if he is—or if they **think** he is! Putting up or shutting up can be a two-edged sword!

Several others less qualified have said Moray receives his power "by induction" from powerlines, a gadget under the floor or table, he takes it from radio transmitters or "batteries." Moray answered these by operating his equipment sitting on the ground in the Utah Desert, 25 miles from the nearest telephone line, 50 miles from the nearest power line, at a spot selected by someone else, and about which he knew nothing until driven there by auto!

The R-E apparatus occupies a box 30" long by 16" wide by 16" high. It weighs less than 50 pounds. The equipment emits no heat or sound while operating. At last mention by Moray to us, he said the device delivers about 65 horsepower—from where? The atmosphere? Moray says his basic energy comes from "beyond the light rays"—from oscillations which permeate all space.

These oscillations come in groups—in "packages of seven"—like a series of ocean waves. They begin with one large, strong cycle. This is followed by another not so large or powerful—about one seventh less than the first. This second cycle is followed by a third about one seventh the size and strength of the second—and so on, until the "package" has spent itself—only to begin over again with another group, headed by another large, strong cycle. These oscillations

and "packages" operate at tremendous speeds—as Moray repeats—"beyond the light rays."

The R-E unit is something like a radio receiver in that it contains inductance coils, capacitors, or electrical condensers, and electronic valves or tubes. It contains a starting arrangement and a 1000-to-one, step-down transformer. As the secondary voltage operates incandescent light bulbs in the demonstrations, we assume the pressure is about 110 volts. This would indicate the primary pressure to be more than 110,000 volts. While Moray does not name the cyclage at the secondary terminals, we learned elsewhere it was close to 6,000 per second.

The tubes of this device are "cold tubes." That is, they do not contain any electrically heated filaments. What, then, provides the "transportation" for the currents through these tubes, and the "valve action"? Moray does not say, but we learned otherwise that he purchases radioactive materials and we believe these are employed for the above purpose.

The tubes are encased in bakelite shells, so we guess they are not of high vacuum—although Moray's laboratory contains vacuum pumps. Moray has both a "detector tube" and "oscillator tubes." He has allowed cursory inspection of his apparatus, **except** of the detector tube. It would appear he holds his detector tube to be the primary part—the heart—of his apparatus.

In addition to the detector tube secrets, there is another, perhaps as vital. It relates to the **kind** of material from which the capacitors' dielectric is made. From all we have been able to gather, this dielectric is a special sort of "rubber," or perhaps rubber treated or used in a new way.

Moray's R-E device is not patented. We have understood three patent applications have been turned down by the U. S. Patent Office on the basis the applications did not contain information **enough** about the device—a requirement specifically expressed in the Patent Laws.

Perhaps R-E is a UAO clue—perhaps not. Who really knows?

GI REPORTS UAO LANDING AT NIKE BASE

The 7 October issue of the New York Journal-American carried the following account of Pvt. Jerome A. Scanlon, 21, who reported seeing a fire-belching, wingless, teardrop-shaped object which appeared to land and take off at a Nike base 17 miles from Washington, D. C. in the state of Maryland; Scanlon's guard sergeant, Riney Farriss and several other GIs also saw the object but Scanlon was closer to the object and got

more details.

At 5:30 a.m. on the 29th of September, Scanlon was walking from the sentry box to the barracks to sound reveille when he heard a humming noise above him. He looked up, saw the object "about a hundred yards up and moving very slowly." He said it was somewhat like a jet but with no markings of identification, no wings or other protrusions, and was green and white in color. Scanlon said it skittered over the treetops, broke branches and then landed sending up a shower of sparks and casting a weird glow over the area. He said that when he and others got to the landing spot the craft was gone but broken branches were strewn around and there was a scorched strip on the ground for half a mile.

Scanlon reported the observation to his CO, Capt. William Turley, and he was ordered to Washington, D. C. to tell "authorities" there what he had seen.

After the Journal-American and other newspaper accounts of the incident were received at APRO headquarters, the official explanations began to come in. Two teams of 12 Air Force investigators descended on the area to investigate the mysterious object.

And then the real mystery began. AF officials offered the explanation that a meteor had gone over just as a farmer turned on his yard light, leading the observers to believe they had seen an object land. Later, the AF claimed that the men had only been startled by welding flashes on high tension wires near Derwood and made their own interpretations.

Investigation revealed some rather strange facts: Newsmen had misquoted and exaggerated the men and their observations. Apparently the AF was stamped into a quick convenient explanation by misrepresentative news stories; according to their policy of denial. Scanlon had not mentioned "burned area," "trees knocked down," etc. This information tore down the original "big story" aspects. AF investigators must have found this out immediately, yet the meteor was proffered, then dropped. The investigation turned up a Lt. Platt who claimed he watched a strange, pulsating glow where the object supposedly landed.

What did AF investigators discover which caused them to drop the meteor theory in favor of a much less tenable theory? The Potomac Electric Power Co., the company supposedly making the highline repairs, denied that they had a crew out at the time the incident occurred at 5 a.m.

A few more questions—what dreadful secret is held by only a few men? Is this secret so horrible that a veritable dictatorship has been instituted to keep it? Is it something the populace must not,

(See GI Reports, page 6)

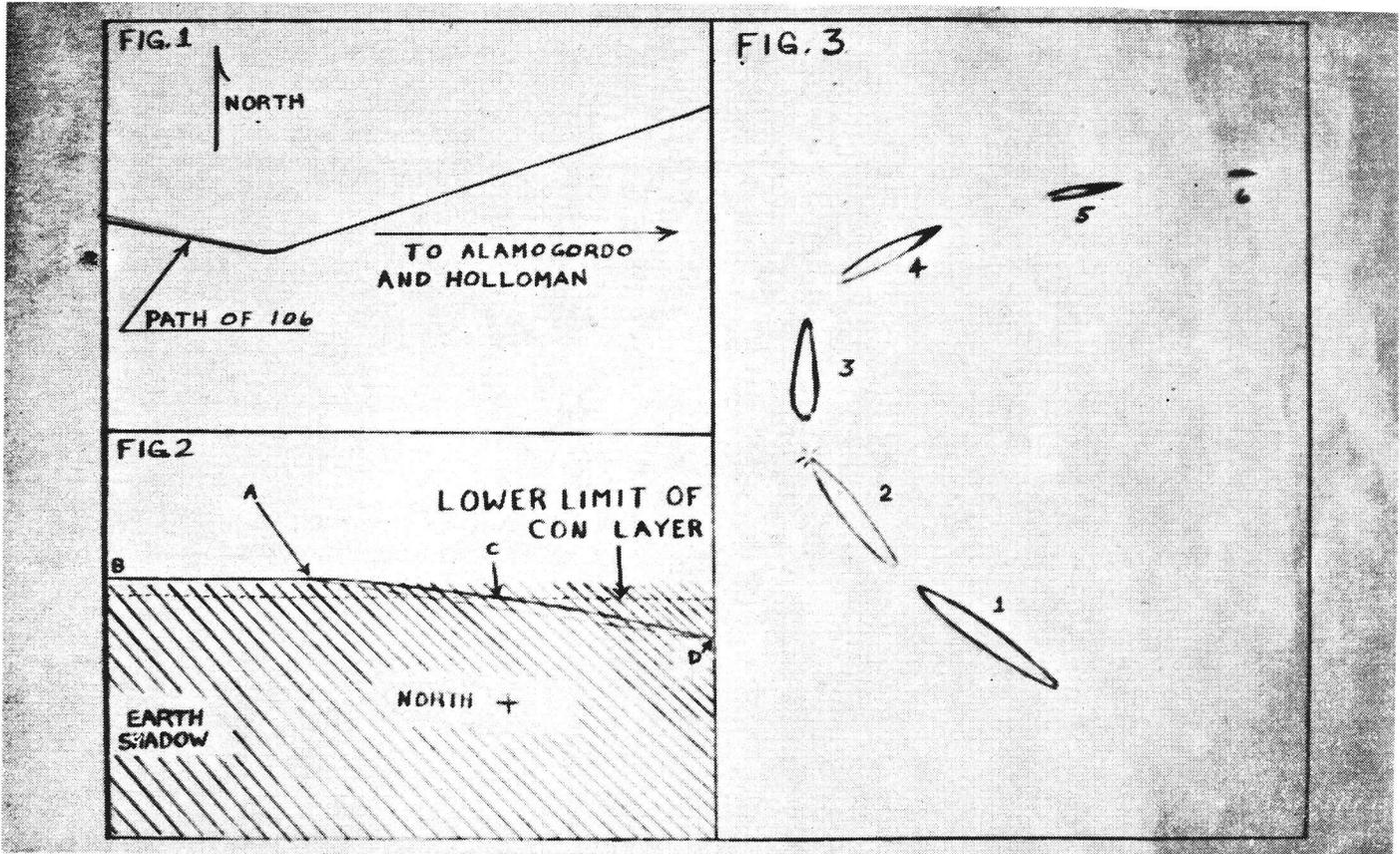


Fig. 1 is largely self-explanatory. The change of course is intentionally exaggerated. Fig. 1 and Fig. 2 include about one minute or ten miles of flight—the final stage of the sighting period. In Fig. 2, line B D represents the path of the F-106A showing the beginning of letdown at A. Line A D is the line of sight of Alamogordo observers at time A. This diagram demonstrates how aircraft condensation trail would appear to Alamogordo observers to be climbing between point A and point C even

though actually losing altitude. It was also moving into earth shadow during this period causing it to “turn black.” Simultaneously coming out of the condensation layer accounts for the shrinking effect shown in aspects 4, 5, and 6 of Fig. 3. Aspects 2 and 3 of Fig. 3 occurred very close together in time and represented the course change which came just previous to time A of Fig. 2. Aspect 1 represents the entire sighting previous to the change of course.

EXPLODING THE “HOLLOMAN CIGAR”

By L. J. LORENZEN

We include a detailed account of the Holloman “Great Cloud Cigar” for the primary purpose of demonstrating (1) how easily a conventional occurrence can be misinterpreted and (2) the importance of noting the smallest detail and following up all leads.

* * *

A few minutes before six o'clock p.m. 10 October, several people in Alamogordo saw an unusual sight. We shall restrict our account to the experience of four people who had the benefit of a pair of 7×50 binoculars in their observation. These were our good friends John and Norma Romero, Coral and myself. The Romeros saw the object first from their front porch. Norma ran across the street to alert us while John climbed to his rooftop and took some pictures.

After one quick glance at the bright silver-rose slit in the sky I ran for the binoculars—took them to the back yard and looked. The shape appeared as an

elongated cigar making an angle of about 30 degrees with the horizon. (See fig. 1.) The upper end (which I called the “front”) was clearly defined against the blue-white sunset sky, the “tail,” however, tapered to a more nebulous outline. There were no clouds near the “object,” but (this bothered me from the start) it had a color much the same as many sunset clouds I’ve seen. I saw several bands of shadow along the “fuselage,” each accompanied by a brighter spot. Remembering Aime Michel’s “great cloud cigar” accounts, I said to myself, “This is it! A ‘great cloud cigar’! The characteristic cloudy shroud is partly obscuring the port holes”—I handed the glasses to Norma and ran for the phone. I called Al Brown—no answer. Terry Clarke—no answer. Better try Holloman control tower—they shouldn’t miss this . . .

Meanwhile, Norma was seeing approximately the same thing I had seen except the object began to assume a more vertical position while a bright light started blinking at the nose. She handed the glasses to Coral.

The blinking light continued as did the motion toward vertical alignment. When she turned the glasses over to John, the

light had “gone out.” Unable to raise anyone on the phone, I came back out for another look. Coral took over the phone.

Norma pointed the thing out to me again. It was smaller and about four degrees higher in the sky. John had seen it move upward quite rapidly, he said. As he gave the glasses back to me, the thing had begun to tilt toward the north. As I got the glasses re-focused, our cigar appeared once more at a 30 degree angle—this time the high clearly-defined end was toward the north and—it was beginning to turn black at the tip! It moved slightly upward toward the north in a gentle arc, diminishing in size as the blackness gradually covered its entire length. It disappeared as a black horizontal line against the blue-white sky.

Before discussing the incident at all, the four of us went into the house and drew sketches of what we had seen. They agreed remarkably. To our query, Holloman reported an L-17 and a B-26 in the air at the time. No jets, they said.

The Alamogordo Daily News carried the story the next day. Terry Clarke

(See *Exploding Cigar*, page 6)

EXPLODING CIGAR . . .

(Continued from page 5)

sent the story to UPI. To our surprise, the newspaper article in a final paragraph carried a statement by an unnamed representative of a Holloman contractor. One of their jet planes had been flying in from the West Coast at sunset, he said. That's what we had seen. It was about 200 miles away at the time.

I called the "News" editor. He had no doubt the man was sincere, he said. No—he couldn't give me his name, sorry!

"What about the Air Force statement that there were no jet planes up?" I asked. This was a new plane just coming in, not assigned to Holloman as yet—they had no record of it at the time, was the reply.

On the face of it, the whole idea seemed ridiculous—but I wasn't quite sure. Well, there seemed to be one good way to find out. A new jet coming in to Holloman would be part of the Convair project. Fran Parker, Chief Test Pilot for Convair at Holloman, is a good friend of mine. I gave him a call and on his invitation went to his home to talk it over. . .

"Don Humphreys was bringing in a new F-106A from the coast," Fran began. "I was sweating him out because the sun was going down and we're not supposed to land anything here after dark. Around six o'clock we saw his con (contrail) in the west and watched it until I was sure what it was. For a while after it cleared the horizon, it hung like a long, thin ovoid in the sky—a real saucer shape. I remarked at the time that we would probably get some flying saucer reports out of this. It was a real unusual effect. If I hadn't been expecting Don and watching for a plane, I don't know whether I'd have spotted it for a contrail or not—it was real weird, what we call a "short con." It follows the plane for a few hundred yards and dissipates. In the sunset it was reflecting light like any cloud."

Then I told Fran what we had seen. I drew sketches. He scratched his head, "I don't know—maybe you were looking at something else."

After a lengthy discussion, Fran suggested that I call on him the next day at work. He pointed out that there had been quite a few people out on the ramp with him—some of whom had watched longer than he had. (Fran had returned to his office as soon as he was satisfied that Humphreys would soon be on the ground). Maybe some of them could be of help.

Frankly, I thought I'd be wasting my time, but I went. As I toured the Convair installation with Fran and listened to the various accounts something began to puzzle me—it had been bothering me all along but now it hit me in the face. There had been a lot of people watching

the sky that evening at Holloman. They had seen a contrail at the same time we had seen a UFO. Both groups had been looking toward the west. Why hadn't we seen their contrail? Why hadn't they seen the UFO? Was it possible that we were both watching the same thing? I decided to find out.

My first clue was furnished inadvertently by a technician who had been with the Convair Mobile Communications unit during the incident. He told how he had watched the contrail from the time Fran had called it to his attention and made several attempts to establish radio contact. They had succeeded about the time Humphreys was over the San Andreas Mountain range, giving him some preliminary landing instructions whereupon he altered his course slightly and had begun to let down. "When he turned and started down," said our informant, "he came out of the con layer and his trail shrank up and disappeared pretty fast. But he was so high that he looked like he was going up instead of down."

I thought this one over and drew a few sketches. To an observer on the ground, the angular acceleration of an aircraft approaching at constant speed and altitude increases at an exponential rate. A plane approaching at high altitude could be letting down and still give the appearance of climbing. A diminishing contrail moving into the earth-shadow at sunset could give the illusion of an object turning black and moving into the distance.

I continued to accompany Fran on a tour of the plant. We stepped into the main hangar where the F-106's are housed. "The 106-A carries a rotating beacon behind the cockpit," he was saying. "This is something new. It rotates about one revolution per second." Well, there it was—the "flashing light on the nose." Although the plane must have been a good 50 miles away at this point, it had momentarily assumed an angle that beamed that beacon straight at Alamogordo. The "nose" of the contrail would of course be the location of the aircraft—too far away for us to make out—even with the 7×50's.

I was convinced.

Aftermath

The new UFO investigation officer at Holloman, Captain Woods, called Mr. Romero and requested an appointment with him to fill out a report for HQUSAF. He had a letter from them marked "immediate action," he said. John told him that a complete report had appeared in the "News" and that APRO could help him with any details. Capt. Woods apparently did not wholly approve of this response. He made one feeble attempt to pull rank. Was John refusing to cooperate with the Air Force, he wanted to know? "Oh no, we reported the incident to Base Operations immediately,"

AF ASKS FOR CORRECTION

Shortly after the Director's conversation with Major Hillis relative to the "cigar-shaped" UFO over Holloman, Col. John McCurdy, Public Information Officer at Holloman, called Mrs. Lorenzen to inquire about the short article mentioning the mission cancellation due to a hovering UFO, which APRO carried on its front page in the September issue. Colonel McCurdy stated that he had checked with White Sands as well as with Range Control at Holloman, and that there was no record of such an incident. He asked to know our source of information, which, of course, we could not divulge. There had been an attempt to secure this information about our source a day or two before that, by other military personnel at Holloman. Colonel McCurdy asked that we present the Air Force's stand that no such occurrence took place. We have done that. However, we also know that the UFO was first picked up by ADC radar in Texas, and the information was relayed to Holloman. Sometimes the left hand doesn't know what the right hand is doing, does it?

GI REPORTS . . .

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under any circumstance, learn?

It seems apparent that serious investigations are no longer needed—the authorities already have the answers they seek. The basic facts about the so-called UFO (in actuality extra-terrestrial ships) are known in the right quarters—current investigations gather facts that bolster already known facts and theories, coincidental with the policy of suppressing the truth. It does not seem that the mere knowledge of extra-terrestrial beings would panic the world—but what would?

said John. This reply seemed to take the Captain by surprise for he soon brought the conversation to a close. He did not call APRO. Two days later, Major Hillis, former UFO officer at Holloman, called Coral. What could we tell him about the incident? Briefly, Coral outlined our findings.

"Are you sure?" asked Hillis. "Pretty sure," said Coral—"they can't all be real one, you know." "I guess that's right," said Hillis thoughtfully. He sounded disappointed.

October 16 rolled around. About 5:45 in the afternoon I was in our front yard. Norma called to me from across the street and pointed skyward. There it was again. I got out the glasses once more and any remaining doubt faded away. This time the jet was higher in the sky and a little closer. Through the glasses I could make it out quite clearly, preceding a brilliant sunset-lit tapole-shaped contrail.