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AN APOLOGY

The lead article, "Who is Watching Us?", in Volume 32, Issue #5, carried the byline of Mr. Milos Krmelj. Through some fluke, we identified Mr. Krmelj as our Representative for Czechoslovakia, when in actuality, he represents APRO in Yugoslavia, the country in which the UFO sighting took place. Therefore, we would like to extend our profuse apologies not only to Mr. Krmelj, but to Mr. Jan Bartos, as well, who represents APRO in Czechoslovakia. Accidents of this nature are bound to happen, we are told, but that does not make us feel any less silly and repentant.

* * * * *

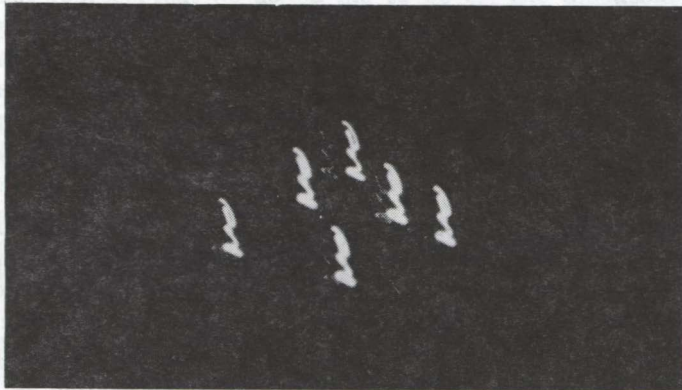
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VOL. 32

TUCSON, ARIZONA

NO. 6

THE WESTCHESTER SIGHTINGS



Stormville Pilots Overhead
See column two

*by Dick Ruhl with Richie Petracca,
Sal Giamusso and Gerry Arena*

During the early part of the week of June 11th, I recieved a call at my art studio in New York from Dan Crawford of CBS Network TV News. He wanted to know what was going on in Westchester County. I asked what he was referring to. He replied -- "all the UFO sightings upstate". I stated that this was the first I had heard about it, and asked him to give me what information he had and I would check to see if it was legitimate. It seems there were UFO sightings the night of June 12th over New Cassel, Mt. Kisco, Bedford, Briercliff, Peekskill, Pleasantville, Yorktown, Putnam Valley in Putnam County and various other places. I'm very familiar with this area as I used to spend all my summer vacations in Mt. Kisco when I was young.

I made some telephone calls to the Peekskill, Mt. Kisco and New Cassel Police departments and got the information as to what was sighted and also names of witnesses. Speculation ran from genuine UFOs to light aircraft to ultra-lights. This, I informed the police, sounds like a repeat of last year and there was some agreement with my observation.

INVESTIGATION BEGUN

That night I called three other Field Investigators, Sal Giamusso, Gerry Arena, and Richie Petracca and arrangements were made to start our investigation on Saturday, the 16th. In the meantime I called the witnesses on the telephone to get an idea of what was being seen.

We started out from the Mt. Kisco police department, then proceeded to New Cassel where we met with Mrs. Lois Mitchell, the town supervisor, then on to Bedford, then to Peekskill where the police helped us set up an observation post which overlooked the town and the Indian Point Nuclear Plant over which the object was also seen. This plant and the vast water reservoir system for New York City are the only important areas that would interest a UFO, according to what is known about snooping "aliens". There is also Camp Smith, a National Guard Training Center and the ammunition dump near Bear Mountain that could hold their interest, and of course, power lines.

The Peekskill police would only talk to us off the record at that time as they needed clearance from the

MYSTERIOUS AMERICA

by Loren Coleman

(Faber & Faber, Winchester, MA, 1983, 301 pps., illus., \$9.95.)

My initial impression was that Loren Coleman should have covered some material in more depth. However, upon slapping myself about (a task which we intellectually masochistic reviewers undertake with delight), everything became clear: This is not so much a book for people acquainted with Fortean events as it is an introduction for curious, unsuspecting readers--a goal well accomplished.

To his credit, Coleman begins his trek across Fortean America by telling the reader exactly who Charles Fort was (how many books and articles have we seen where the word "Fortean" is repeated approximately 15,000 times with absolutely no indication for the unenlightened reader of its origin?).

Continuing, the author touches upon out-of-place things, animals and incidents sprinkled across America which confound logical minds: The "Dover Demon", enormous snakes, mystery cats and kangaroos, Bigfeet and their possible UFO connection, etc.

Of particular interest is the section "Phantoms Afield," with emphasis on ghost-like "mad" gassers, phantom clowns and the "Wandering Nephites". Coleman's descriptions of vicious clowns whose threatening antics seem anything but clown-like are enough

(See "America" - page 2)

(See "Westchester" - page 3)

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America

(continued from page 1)

to make the reader hope to avoid even--Ronald McClown? (Curiously, this reviewer wishes to note that when driving on various days a few months ago, there were occasions when I would pass a vehicle operated by a figure dressed as a clown, always going in the direction opposite of my own; of course, it is unlikely that these "clowns" were as ominous as the knife-wielding creatures mentioned by Coleman. Then again...anyway, thank you, Loren--I doubt that I shall ever attend a circus again...)

Further, Coleman's profile of "the mad gasser of Mattoon" is precisely what a Fortean collection needs--an example of a series of events so bizarre that public officials, as is customary, cover their investigative failures by proclaiming "mass hysteria" the culprit. In the case at hand, when the feeble hysteria explanation fails to satisfy a community among reports of a shadowy figure who gasses people into nausea and illness as they sleep in their beds, the local police chief tries to blame the substance used on carbon tetrachloride innocently escaping through the air from an area factory--until a perhaps indignant factory spokesman says this is impossible, as the substance is used "only in fire extinguishers" at the facility.

Mysterious concludes with a number of appendices which list locations of such phenomena as spook lights, phantom ships, water monsters and the like. An unusual state-by-state bibliography of books that deal with regional Fortean ends this softcover volume.

This pleasing, well-written compilation is the sort of thing I wish I might have done a book report on in elementary school, in the days when a kid could get away with writing merely, "I liked this book because it was good." It was.

Robert Barrow, 1984

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Please send old and new
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 changes!

Westchester

(continued from page one)

commissioner first. One sergeant told us he saw the object very low overhead and it was as large as a big jet airliner and with no discernable noise accompanying it. Basically what was being seen all over was a wedge-shaped group of white lights, but there were some reports of colored lights seen such as green, blue, amber and red. Nothing occurred that night so we headed back to the New Cassel police department where we interviewed a police lieutenant, Sgt. Lowery and patrolman Walsh. The following are their reports of what occurred, followed by Lois Mitchell's testimony.

FIRST-HAND TESTIMONY

Sgt. George Lowery and Ptl. Gary Walsh were on duty the night of June 11. Lowery heard over the police scanner at 9:15 p.m. that several other town police departments were having UFO sightings. He told Walsh and two lieutenants that the UFO was coming into their area and requested them to go outside to determine if anything could be seen. From outside, Ptl. Walsh asked Sgt. Lowery, over a police car radio, to come outside as the object was approaching from the west over the mountains. Lowery said that he saw approximately six bright white circular lights in a "V" formation. He immediately ran upstairs into the building to where the Town Board was holding its meeting. He had been reprimanded for not telling the Board about the last sightings they had had over the town in 1983. They all ran down and outside.

Lowery was the last to emerge and when he looked up the object was making a left hand turn going north and appeared to be going higher and the lights appeared to be fading. He guessed that this could be because they were observing the rear of the UFO. Sgt. Lowery thought he heard a low droning sound but said no one else heard it. Field investigators Richie Petracca and Gerry Arena asked about the size of the object and Lowery estimated it to be the size of a Boeing 747 jet liner. Field inspector Sal Giamusso inquired about any colors on the object. Lowery responded that he did not see any nor did he see a shape, only the white lights. One of their officers claimed to have seen the shape of the object that was seen last year and said it was one large body. Lowery said that the lights were as bright as landing lights on aircraft but did not have the glow nor the beam that would come from a landing light. There were no other lights on the craft. He could not discern whether the lights were on the top, bottom or side of the UFO. He did say that he saw more lights on one side of the "wedge" than the other. It seems that they all saw the same object but described it somewhat differently.

Mrs. Lois Mitchell, superintendent, town of New

Cassel, was attending a board meeting at approximately 9:15 on the evening of June 11, 1984, in the same building that housed the police department. Sgt. George Lowery broke into the meeting and pointed to Mrs. Mitchell, saying "Come out here right now. There is a UFO coming over the building." She was the first to get out and see the lighted object which was coming from the northwest going to the northeast. The entire town board of approximately 25 people were viewing it by this time. They watched the object for five minutes until it slowly disappeared behind a tree-lined hill. "No noise, no wind, no ambient noise of any kind", Mrs. Mitchell said. They did see a small plane come under it on the approach to Westchester airport. They could hear the engine of the aircraft. "The object looked like a boomerang or a delta wing shape and it had three greenish-white lights on it. The lights were steady and appeared to be on top of whatever it was, not under it or around it." Mrs. Mitchell said that there was a shape to it but could not discern what it was, except for the position of the lights. There were no other lights on it. The motion of the craft was "very steady and very, very slow, just gliding." She could not gauge the altitude of the object except that it was higher than the small plane that was coming out of Westchester airport. New Cassel is at the five mile marker to the runway approach. Mrs. Mitchell believes the object was way above that and whatever it was, it was big.

RADAR CONTACT

In checking with the Westchester airport it was confirmed that there had been radar contact with the object. It was visually seen also, but the people at the airport could not identify the craft. I was told it could not be ultra-light aircraft as there would not be enough surface or metal to cause a return signal on the radar. The only possible way this could happen would be if it were a group of ultra-lights. We pretty well ruled out ultra-lights as they were not allowed to fly at night because they are not equipped with lights. Even if lights were strung onto the wings it would be extremely dangerous to fly, as the engines are not powerful enough to carry the extra load of the heavy lights. Also, ultra-light engines are quite noisy and one of the common facts mentioned during the multitude of sightings was the absence of noise. The only exception was that some witnesses did hear a slight humming sound when the objects were very close.

AT MT. KISCO

Mt. Kisco resident Adrienne Pellini, who is a salesperson for a copying company, related her experience from the night of June 25th: "I was on my terrace and looked up and just at that moment, a tremendously large object, that was solid, was passing over my building It got bigger and bigger. It didn't grow....just that more of it became visible and it was

unbelievably large. When I could see the back of it, there were three large lights to the left and three very large lights to the right. And, it had red (lights) on the left and right ends. It was a triangular shape that was indented in the back and from the lights to the forward section, almost in a straight line, were six discernable thin lines -- gleaming like metal struts (going to the leading edge of the triangular shape -- Field investigator).

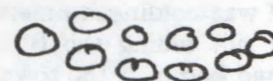
HUGE, SILENT

"It was so big it filled up the whole sky and it was very solid. It blocked out the stars and clouds that were very visible that night because it was a very clear night. I watched it for about 30 to 45 seconds in awe, wondering what it could possibly be. It was absolutely silent. Then I ran down into the street. By that time, whatever it was moved away on a straight course. The lights were always equidistant. They never moved or waivered and it assumed the shape of a boomerang. I was no longer looking at it from underneath but from a different perspective and it was just going into the distance. It was not very high and kept heading north." Further questioning revealed that the lights gave off a yellowish-white color and they glowed with a fuzzy edge. When queried if this could be aircraft of any kind, Miss Pellini emphatically stated that it was not. "It was one huge solid object. It passed directly overhead and I saw it from the nose to the tip of the tail. I saw the entire bottom of it." She said that she assumed it to be a dark color and could not make out any details other than the "struts" effect on the bottom. Miss Pellini took four photographs and we are waiting for them to be returned from a custom lab in California. She also stated that the object was larger than a 747 aircraft. Miss Pellini is majoring in Archaeology, Anthropology and Osteology and has put in 3½ years at State University of New York at Purchase and White Plains, New York. Her library consists of very difficult science reading. We consider her to be an extremely reliable witness. Our only reservation is her ability to accurately estimate the size of the object as our experience shows this to be true with almost all UFO witnesses. There are no reference points in the night sky and not knowing size creates difficulty in guessing altitudes.

Only one of our witnesses described a different-shaped object. Mrs. Howard Murphy relates this sighting of Thursday night, June 14 between 10:00 and 10:30 p.m.: "I was sitting in my living room watching the 'Simon and Simon' television show and had on a 'scanner' radio, when I heard on one of the stations that there were several reports of unidentified lights in the sky, so I got up and went out on my front porch and looked to the north and west, went off the porch to the side yard and then back for about five minutes or a little more. At the same time, I called two or three times to my older cat to come in. Not

seeing her, (the cat) I walked through the living room and hall to the kitchen and called the cat out the kitchen door. I looked up to the east and saw some strangely placed lights and went back to take another look. They or it were much closer. and I just watched for about two or three minutes, not believing my eyes. I went to the top of the basement steps and called down to my son and his girlfriend who were down there in the finished room. Jan, the girl, came up with me - after about five minutes, I left and called my son again and said, 'come on up - we're really not kidding.' We all watched together for a while, they went back downstairs and I continued to watch until it slowly moved southward where a tree blocked my vision. I stayed there and then came into the living room to get a cigarette and finish a glass of milk I was drinking and went back and waited. It came back the same way and slowly went northward 'til my vision was blocked again."

"When I first watched it before calling to the other two people and after Jan came up, it remained stationary, not moving up-down or back and forth for at least ten minutes. The lights were very bright yellowish-white and pure white for most of the time - slightly dimming a couple of times. Just before it took off southward, all but two were dimmed down and left that way. Those two remained pure white and bright. There was no noise, rotations, odors, vibrations, etc."



First seen - just a string of lights - yellowish-orangy clustered quite a distance away - slightly left to straight ahead vision.



Unknown number of lights around - could see half circle like this: All bright at first close look while standing still.

Diffuse lighting - could see shape of oval top but no distinct lights on top. Could not see bottom shape if any.



Two lights on center of side stayed extra bright when others all dimmed to same yellowish-orangy color

I first saw - after a short time, moved at same height - did not spin or turn - just moved slowly southward - came back with lights the same except bright ones a little less bright.

Bright Lights on side leaving.

"It was lower than large airplanes are that pass this general area and definitely much larger in both length and height. I know of no other objects that resemble what I saw. I believe it was round - the top as I drew above."

RUMORS RIFE

Space does not allow for all the cases to be written up. Unfortunately, we have run into a serious problem, for during this flap, rumors were rife as to these sightings being ultra-light aircraft or pilots flying sports planes in close formation. This fact has muddied the waters of all investigations being conducted by the various UFO groups in the area. Sgt. Lowery of the New Cassel police says that the object could not be aircraft as the lights were too rigid as the craft made its turn. He claims that a formation of planes turning would cause the lights to bobble - especially with ultra-lights. Normally we would agree with his assessment, as he spent four years in the U. S. Air Force and is thoroughly familiar with formation flying. Also, the speed of the "UFO" belies aircraft. Most reports, and there were several thousand calls to the police, etc., reported the object as almost hovering. Many claimed it was hovering. Lt. George Lesnick of the Fairfield police says the "plane theory" is ruled out. Unfortunately or fortunately, depending on one's viewpoint, our investigation proves them wrong, and we believe the majority of reports to be incorrect. This conclusion is based on the following facts and observations:

FACTS TO CONSIDER

Fact 1: Many reliable witnesses saw the object and identified the lights as a formation of light aircraft and these included policemen who have seen the pilots many times.

Fact 2: Mt. Kisco had the honor of being visited by the "UFO" on a Tuesday night, and I received a telephone call the next day from Patrolman Richard Stooza. He informed me that he was on his way to work and was driving on Route I-84 near Stormville Mountain and the Stormville Airport at approximately 11:30 p.m. He was on the midnight to 8 a.m. shift. Patrolman Stooza observed a group of lights in a wedge or boomerang-shape coming from the direction of Mt. Kisco to the south. As he observed them, one of the lights broke formation, then another, until the entire formation broke up. The lights circled over the Greenhaven prison and proceeded to land at the Stormville airport. I made arrangements with F.I. Richie Petracca to stake out the airport the following night (Thursday). By this time, a human pattern was evolving, even though UFO reports were coming in on

almost every night of the week. It seems that Tuesdays and Thursdays were predictable and created the heaviest phone calls to various town police stations.

INVESTIGATORS VIEW "UFO"

Thursday night Petracca and I arrived at Route I-84 at 9:30 p.m. in time to see a brilliant white wedge-shaped object floating and turning in the sky. We could hardly believe what we were seeing. We felt that this was not a formation of planes, not the way this object moved and seemed to hover. The lights were too rigid on the turns. They suddenly turned all red and as they continued to turn we saw multi-colored lights. I braked the car and we jumped out holding our 7X15X30 binoculars. Even through the binoculars we thought we were observing a genuine UFO. Suddenly, Petracca shouted, "There's another one to the left." I remarked, "Where the heck did that come from?" We watched in utter amazement as the two objects glided extremely slowly and maneuvered about themselves, constantly changing from white as they approached us, to red as they turned away and then from the side, the red, green-blue and white lights appeared. They finally formed up into a huge boomerang-shape and it was then that I saw some light reflected on the bodies of six aircraft. We knew we had the evidence on the "Stormville pilots."



Another shot of the alleged "UFO"

AIRPORT STAKE-OUT

Richie Petracca and I then staked out the airport, using the excuse that we were lost, hungry and looking for a diner. We noticed that the snack bar was still open and asked for coffee and something to eat. We struck up a conversation with the woman who runs the snack bar, asking just what the "UFO burger" on the menu consisted of. (It was beef - similar to a roast beef sandwich). Finding this quite amusing, we were further informed that there is a team of expert parachute jumpers who practice there in the early evenings and when it gets dark, the precision formation pilots go up and fly all around.

In the meantime, a couple of girls and their boy friends came into the restaurant and the girls were saying that their boy friends promised that they would see a UFO that night, coming over the airfield. We kidded back, saying that there were no such things as UFOs. Suddenly a man came in and said: "Hurry outside - the UFO is coming over now."

We went outside and there it was - hovering in the

distance in the direction of Greenhaven prison. (Richie and I left our binoculars and camera in the car so as not to arouse suspicion). I said that this was a group of airplanes. The girls complained that they had no binoculars. I told them that I had some in the car and would get them. My car was parked a distance from the snack bar, but I was able to retrieve the binoculars and my camera (a Cannon AEI equipped with a 70-210 mm lens) and return to the group just as the "UFOs" began to approach. I had plenty of time to set up, use the binoculars and then get ready to shoot some pictures. It was amazing that they could fly so slow and still stay aloft. Also, there was no engine noise coming from six Cessna Skyhawks. It was only when the aircraft came directly overhead that we could hear a slight droning sound. They might have mufflers on their engines as does a friend of mine who flies a Billboard (advertising) aircraft and can go 10 miles per hour groundspeed into the wind. This could be the answer to the lack of noise. The planes then started to break formation, circle the field, and land.

THREATS MADE

When the lead plane taxied up to our position I raised my camera to take a picture. I was immediately told not to do that, as the lead pilot did not like to be photographed without his permission. I was informed that when the last person tried that, the pilot grabbed the camera from the photographer, got into his plane, took off and dropped the camera onto the runway from the air. (Nice, threatening little story). I replied with force that if he does that to me, I guarantee he will spend the night in the "slammer". It was then we were queried as to who we really were. Richie and I insisted that we were advertising people looking for locations to use for Nissan Datsun ads here on the East coast.

Just as I was going to shoot the plane, the pilot revved up the engine and started to turn away from me. I managed to get off one shot and photographed the number on the side of the plane. It is N-76106. I later traced the registration through the Westchester Federal Aviation Administration to the owner, whose name is Ivan P. Hersh or Hirsh (I'm not sure of the spelling). The pilot turned the aircraft towards me and put on its landing light so I could not get any more photos. By then another plane landed and parked in front of us, but the occupants refused to leave the aircraft until we left. We did not see the other planes land and we suspect they were notified by radio as to what was occurring on the ground. We felt threatened and decided it would be healthier for us to take our leave, which we did, quickly.

Fact 3: I contacted Captain Murry Bennett, who flies traffic reports for radio station WFAS. He acknowledged that he has seen them many times from the air and from the ground. He agreed that the pilots have become a public nuisance and agreed with me

that they presented a danger to people on the ground. Bennett witnessed many near car accidents as the planes ("UFO") came overhead, startling those below on the highways.

Fact 4: I interviewed via telephone, Captain La Polt of Greenhaven prison and several other prison personnel who gave testimony that they had watched the pilots take off and form up their wedge or boomerang formation many times. They were also seen coming back from their nightly jaunt, breaking up and landing.

Fact 5: Peter Gersten informed me that he received a call on the UFO hotline that he had set up to gather data and cases, from a woman who said that she and her boyfriend witnessed the pilots stringing extra lights on their planes.

1983 "FLAP" REPEATED

Fact 6: This "flap" conforms exactly to the one of 1983 in which Mr. Philip Imbrogno of J. Allen Hynek's group, CUFOs, did in-depth investigations, and came to the conclusion that the majority of sightings could be traced to pilots. He had also staked out the Stormville airport as was reported in the "International UFO Reporter" (July/August 1983 issue). For some strange reason, this year Mr. Imbrogno seems to have reversed his stand and minimizes greatly the evidence against the Stormville pilots. He and Peter Gersten had hyped the sightings to the point where Peter, himself, is quoted in the newspapers as referring to the flap as "UFO Hysteria". Why?

- a. Peter planned a UFO conference with the goal of raising money to further investigate the sightings, and
- b. to also raise money for CAUS (Citizens Against UFO Secrecy) which we all support, and,
- c. to raise money for J. Allen Hynek's new project in Arizona.

I personally believe that Peter Gersten and Company are doing a great disservice to UFO investigation by this method of distorting facts and withholding the truth in order to get money from the public. This tends to give harmful ammunition to our detractors such as Philip Klass, etc., who could do us more harm than Gersten could do good, using courtroom lawyer tactics. Klass is already hard at work on this flap. I know, because he called me from Washington, D.C., and interviewed me. I warned Peter that this will be the case.

"CONFERENCE" RIGGED

To keep the record straight: All of us have the highest respect for Peter Gersten, especially this writer, as we have worked together several times and did many radio programs on the Joel Martin Talk Show for which I helped arrange programs on UFOs

and also co-hosted. But I'm disappointed in him and the tactics he used to keep the truth from the people. He *did* say *some* reports were aircraft, but most were not. Peter asked me to be one of the speakers at his neutral (?) UFO Conference on August 25, and I said I would speak on the subject of the pilots. This was agreeable with him. When it came time for the conference, I was mysteriously cut out as a speaker. At the last minute during the Conference, (APRO was not represented) he asked me to be on the discussion panel. I reluctantly agreed to participate. When I started to answer a question from the audience explaining that 90% of our evidence points to the pilots, Peter tried to censor me. When I was accused (by a witness) of distorting fact, Peter refused to allow me to answer in front of the audience. This conference was not without prejudice. In spite of this, I still regard Peter as a friend and my remarks are meant to be informative and of a constructive nature.

Fact 7: My cousin, Karl Huber, a photographer, and I, visited several airports during daylight one day in order to inspect and photograph the ultra-light aircraft. We did finally find them at Stormville and took photographs which prove nothing in itself. We were told a lie while we were there, and that is that the airport has no facilities for night flights. We found this to be untrue.

On the way to Stormville, we stopped at Mahopac Airport which *does not* have lights for night operations. The owner, who shall remain nameless, gave testimony to the fact that he and his family and others have seen the pilots flying in a wedge formation, turning their lights on and off on signals from the lead plane. He told us that on one occasion he approached them from the air with his aircraft. They proceeded to turn out their lights on command (he could hear this over his radio) and only the lead plane kept his dome light on. Then they would suddenly turn on all their lights. And they were flying lower than the law allows. These planes have been seen by a multitude of reliable witnesses who claim they were flying at tree-top level over populated areas. This is against the law, it is downright stupid and irresponsible, with complete disregard for the public's safety as well as their own. There is also the disregard for their families to consider. Who will take care of them if, God forbid, they should accidentally collide in mid-air?

CONCLUSIONS AND OBSERVATIONS

We praise the flying skills of these men and can only compare them to the Thunderbirds and the Blue Angels. We have never seen anything comparable. They are clever, in that the planes are painted black and silver so as to minimize their image against a dark starry sky. They do not fly on a cloudy or semi-cloudy night, as they could be outlined against the clouds, and thus discovered. It is also possible, and we must speculate at this time, that pilots other than the

Stormville group, are involved in these antics. We believe the video tape shown at the UFO Conference, allegedly of the "UFO", is a tape of the "Pilots". As we viewed the tape, it looked exactly like the formation created by these men and their planes.

We do believe that there is a probable 10% chance that there has been a genuine object up in the Westchester, Putnam, Dutchess County area, as well as some parts of Connecticut. The investigations must continue and on this point we all agree with Mr. Imbrogno and Peter Gersten. Many of the witnesses were highly reliable, believable and honest in their convictions. No one should feel embarrassed or be made to feel foolish if they did see the pilots and mistakenly reported them as a UFO. They almost had us fooled. The witnesses must re-examine what they saw in an objective manner in the light of the facts. Mrs. Murphy saw both — the pilots at night and the UFO, and she feels they are definitely different. Time will tell, we hope.

One other point: In my conversations with several FAA officials, I was informed that the Stormville pilots are not breaking the law by flying tight formations at night, providing they keep to a proper lawful altitude and that the lighting conforms to FAA regulations. The FAA is interested in the low tree top flights but we can only do something about that if witnesses can identify the planes and the numbers on them and are willing to sign an affidavit attesting to this fact. It is also time for the pilots to come forward and help us to discern between themselves and the alleged UFO, or we will have another flap like this again next year.

Being an artist, I have the ability to create drawings that are incomplete in areas. A person viewing the art, can and will, with his own eye and imagination, finish the drawing according to the way his mind sees fit. The same principal can be applied to people viewing an unknown group of lights against a dark sky. Bright lights can give off a glow creating a shape that really doesn't exist. Areas in the center appear to be darker than the surrounding sky. This is all illusion. Ask any psychologist. People can be influenced during a UFO flap by media hype as we believe is happening in the New York area. This is not to accuse people of dishonesty. We all can be fooled by the unknown due to lack of facts.

We would like to thank Bob Gribble of the National UFO Reporting Center and the Police Departments of Mt. Kisco, Peekskill and New Cassel for their assistance has been invaluable.

* * * * *

PRESS REPORTS

by Doris and Joe Graziano

NEW HAMPSHIRE - October 31, 1983 - Rochester & Dover - Several area residents, including a police

officer and a Rochester city councilman, reported seeing an unidentified object flying just above the treetops between 8 and 9 p.m. Neither the FAA in Concord nor Pease AFB reported low-flying crafts in the area at the time.

Police Officer Steven Hamel said he saw an oval-shaped craft flying just above the Rte. 16 Drive-In about 8:30 p.m. He said he drove to the drive-in, where the craft hovered over a grove of pine trees before shooting behind the drive-in's screen. The object, which had two pair of lights on either side and was the size of a large helicopter, then dipped and flew off and disappeared.

Another Rochester resident said she saw the craft while driving on Rte. 16 between 7:45 and 8 p.m. She reportedly followed the low-flying object, which her son said looked like an octagon, up North Main St. At that point, the white lights changed to red, except for one that turned from white to yellow. She got out of the car with her son and they heard a humming sound as the craft took off back toward town.

Just before 8 p.m. Marilyn Dupuis was headed toward the Lilac Mall when she saw a low-flying round-shaped object. She said the brightly-lit craft was going very slowly and seemed to be hovering near the mall.

Sharon Dube of Dover and her husband were returning to their home about 9 p.m. when they saw a triangular-shaped, metallic looking object with huge white lights and a red light in the middle. The object made a faint whirring sound and did not fly like conventional aircraft, but appeared to hover and change direction rapidly.

The next morning, Public Service officials reported a power outage in approximately the same area as most of the sightings. A spokesman said that the cause appeared to be a routine fault on the line that causes a short-circuit at the power station.

TEXAS - January 27 1984 - Seven Points - Carolyn Green reported to police that she and her seven year old son, Timothy, were "forced into a ditch" by some unknown entity about 8:15 p.m. She said she was driving about 55 mph when the "force" brought her car to a halt in a roadside ditch.

"We were driving along and all of a sudden my lights began flashing off and on. Then something pulled me off the road... literally took control of the steering wheel," she said. Green said neither her nor her son saw anything until after the car had come to rest.

"Then we noticed some red flashing lights above us," she said. "It (the lights) kind of hovered over us then came right into the car. It lit up the whole car. My hair was standing on end. My son was frightened," she continued. Green says she doesn't know how long she and her son were in the ditch.

When she "regained" her senses, she found herself

speeding down the highway. A policeman pulled her over and issued a ticket for driving 75 mph. She told him what had happened but he apparently thought she was just trying to get out of a ticket.

ILLINOIS - December 12, 1983 - Byron - Mike Goodwin, his brother Jeff, and Robert Blanchard were driving at about 6:30 p.m. when they sighted what they thought was a falling star. But then the "star" stopped falling and leveled off at the treetops.

The object moved "very fast and spastic" and, at one point, almost collided with another similar object. The objects were described as triangular in shape, making no sound, and having blinking red and white lights, "but not a steady blink."

A spokesman for the FAA at Greater Rockford Airport said he detected some sort of moving object in the Byron area. "I don't know what it is," he said, "but from the erratic path it's following, it might be a helicopter." Both the Ogle County sheriff's police and Byron police department said they knew of no helicopter in the area at the time.

ENGLAND - August 12, 1983 - Huddersfield - Mr. Roy Humphries said he watched a silver bell-shaped object for about two minutes as it drifted northwards over the town and disappeared over Kirkheaton. He said the object gave off a brilliant flashing white light but no engine sound.

WALES - January 19, 1983 - Swansea - Mrs. Margaret Gaskins and her two children were watching television when they spotted strange flashing lights in the sky at about 5:45 p.m. "When I looked out of the window I could see a sphere of flashing lights which traveled from the Kilvey Hill area over to Baglan Bay," said Mrs. Gaskins.

Shortly after seeing the flashing lights the family spotted a large red glow in the sky over the lower Swansea Valley, heading towards Skewen. The whole family was hanging out of the windows of their flat for a better view and were soon joined by several neighbors.

Mrs. Rita Bradley of Finsbury Terrace saw two triangular objects close together with lots of white lights. Mrs. Carol Batcup of Yr Aran saw "an object bigger than a jumbo jet over Killay, but moving too slowly to be an aircraft. It had flashing lights at the front and back."

Swansea Coastguards had sightings reported over a wide area, stretching west as far as Milford Haven. It was estimated that hundreds may have witnessed the strange lights in the sky.

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(602) 323-1825
TUCSON, ARIZONA — 85712
U.S.A.

MEMBERSHIP APPLICATION FORM

(please type or print)

Mr.
Mrs.
Name: Miss _____ Date of birth: _____

Address: _____ City, State _____ Zip: _____

Phone: (Area Code) _____ Home _____ Business Phone _____ Citizenship: _____

EDUCATIONAL BACKGROUND: If university degrees were obtained, please specify in what fields: _____

Does applicant have a proficiency in any language other than English? If so, please specify. _____

PROFESSIONAL BACKGROUND: Please state: 1) current professional activity; 2) name of employer;
3) special qualifications and/or practical experience of value to APRO.

1) _____

2) _____

3) _____

FIELDS OF INTEREST: Please state: 1) personal fields of interest in relation to UFOs; 2) Would applicant be willing to participate in special projects in these fields?

1) _____

2) _____

Has applicant ever seen a UFO? _____ How many times? _____

To which other UFO organizations does applicant belong, if any? _____

Which are the 3 UFO books considered best by applicant? _____

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Date