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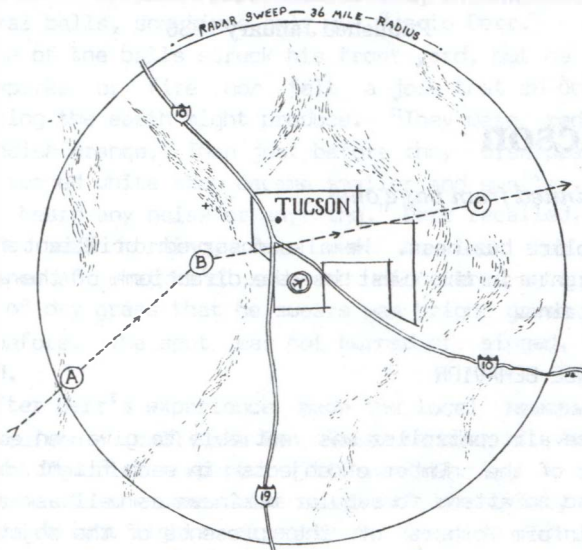
VOL. 33

TUCSON, ARIZONA

NO. 3

UFO SHOW OVER TUCSON

by Coral E. Lorenzen



- ⊙ • TUCSON INTERNATIONAL AIRPORT
- (A) • OBJECTS FIRST PICKED UP ON RADAR
- (B) • ROBLES BEACON
- (C) • REDINGTON PASS
- > PATH OF OBJECTS

Radar presentation of the October 7, 1985 sighting over Tucson, Az. See column two for details.

UFO Aid in ETHIOPIA?

The INTERNATIONAL section of the July 8 issue of the Christian Science Monitor contained a few lines which caught the eye of Dr. John S. Derr, APRO consultant in Seismology, who passed it on to us. We have no information beyond this, but would certainly like any that might come to hand.

In an article dealing with the polyglot of visitors at the Hotel Acropole in Khartoum, Sudan, Edward Girardet mentioned "Cherry Blossom After", a "well-heeled" (well-funded) Japanese group investigating UFO sightings on a worldwide basis. The report that brought the group to Khartoum was to the effect that multiple refugees along the Ethiopian border were being fed by "antigravitational containers" from outer space." It would be interesting to know if the group really exists and what the original report really consisted of. Things get so distorted when they go from one mouth through another.

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Just after midnight on the 7th of October, 1985, a group of objects were picked up on radar at Tucson International Airport (TIA) and may ultimately be a milestone in the annals of UFO history. The objects were in the vicinity of Kitt Peak Observatory southwest of Tucson, moving at about 300 miles per hour, and heading toward Robles radio beacon, which is located near Ryan air field, west of the city.

When approximately at Robles beacon, they changed course and headed into the northeast in a trajectory which took them directly over the city, and then they went out of range of the radar in the vicinity of Redington Pass.

NO TRANSPONDERS

During the following hour and a half, the traffic controller at TIA watched the scope as fourteen additional formations took the same route and passed over the city. During this time he attempted to alert authorities and was not able to keep track of the exact times of passage or the exact number of objects in each group.

The objects had no transponders, which are electronic devices which automatically "answer" a signal from radar and identify the craft with an individual identification signal.

ATTEMPTS TO VERIFY

The radar scope at TIA is actually a monitor of the Federal Aviation Agency radar located at Davis Monthan Air Force Base. The controller assumed that operators or observers there would be watching, so he made no attempt to contact the Base. He did, however, contact the FAA installation at Albuquerque, New Mexico, but they told him that they were unable to "paint" anything at Tucson because of the limitations of their radar (Tucson is ringed by mountains and there would be the consideration of the curvature of the earth and considerable ground clutter as well).

Air One, the Tucson Police Department's helicopter, was contacted and the pilot was able only to observe lighted objects between the scattered clouds at 3,000-3500 feet and the heavy cloud cover at 7,000. He attempted to close in but they were proceeding too fast for his aircraft and he gave up the chase and went back

(See "Tucson" - page two)

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Published January 1986

Tucson

(continued from page one)

to police business. He also observed brilliant flashes of light in the west in the direction of the Tucson Mountains.

STRANGE BEHAVIOR

The air controller was not able to give an accurate count of the number of objects in each flight because he had to attend to regular business as well as attempt to inform others of the presence of the objects. He was, however, able to determine some interesting features: The objects changed position relative to one another as they flew (as he put it, they "milled around"). They made no sound. During the passage of the formations, he observed brilliant flashes of lights emanating from behind the Tucson mountains to the west, and determined that when these flashes occurred, the objects "formed up" and ceased their movement within the formation.

All of the formations flew from Robles beacon into the north except one which flew north and appeared to hover over Mount Lemmon, after which it continued on east and out of radar range through Redington Pass like the others. All in all, the controller estimated that between 60 and 105 objects were involved. There were between 4 and 7 objects in each group, giving a total of at least 60 and as many as 105, but there were always at least 4, sometimes 5, 6 or 7 objects involved, with an average of about 90 total. The formations came into view on the radar screen at about 6 minute intervals and the last was seen just before 1:30 a. m. If there were other objects after that, the controller said, the rain in the area which started at about that time, would have obliterated their images on the scope.

TIA: "UNIDENTIFIED"

Soon news of the sighting became public (stories on the incident were published in the Arizona Daily Star, a morning paper, and the Tucson Citizen, the afternoon newspaper, and Channel 4, KVOA-TV, the NBC affiliate, carried regular updates). On October 7, Sal Quijada, a

newsman at KVOA, interviewed Patrick O'Sullivan, supervisor of Air Traffic Control at TIA and Mr. O'Sullivan said that he did not know what the objects were. If they were military, he said, no one had informed TIA of their passage, which is regular procedure when military craft overfly a metropolitan area.

CORROBORATION

While all of this was taking pace, a technician working in an aircraft which was parked near the runway, had tuned in the radio and was listening to the conversation between the tower and Air One. He decided to turn on the plane's radar to see if he could see anything unusual. The radar on that craft is weather radar and normally does not pick up aircraft because they do not present a large enough reflective surface. However, the radar almost immediately picked up a group of objects about 28 miles west of TIA. The objects surrounding the central, largest one, constantly changed position relative to one another and the whole formation was slowly moving into the south. The technician watched the display for about 10 minutes, at which time the objects "disappeared" from the scope. From the latter information, it is surmised that the objects either moved out of range of the radar (they were near the far reaches of its range when sighted) or landed, taking them behind some land feature, or sped out of range upward. The weather radar on that airplane has a three-second sweep, so the objects were out of range in a matter of 3 seconds.

This witness also commented that he had observed brilliant flashes of light beyond (west of) the Tucson mountains during the time that he tracked the objects on radar.

APRO INVESTIGATION BEGUN

The air controller and the mechanic were initially contacted by Robert Marsland, APRO's Deputy Director, by telephone, and were later interviewed in depth by Mr. Lorenzen, APRO's Director, and Field Representative Jim Wonders. Headquarters is indebted to Mr. Wonders, because the amount of interviewing and traveling involved was extremely difficult for other investigators who had prior commitments which would have delayed the investigation. It was felt that immediate investigation was necessary to get the details while they were fresh in the minds of the witnesses.

During the early days of the investigation (Tuesday, October 8 through Monday, October 14) APRO made constant appeals via the media for corroborative witnesses. The weather in Tucson at the time of the sighting contributed considerably to the small number of witnesses. It was Sunday night and most people were

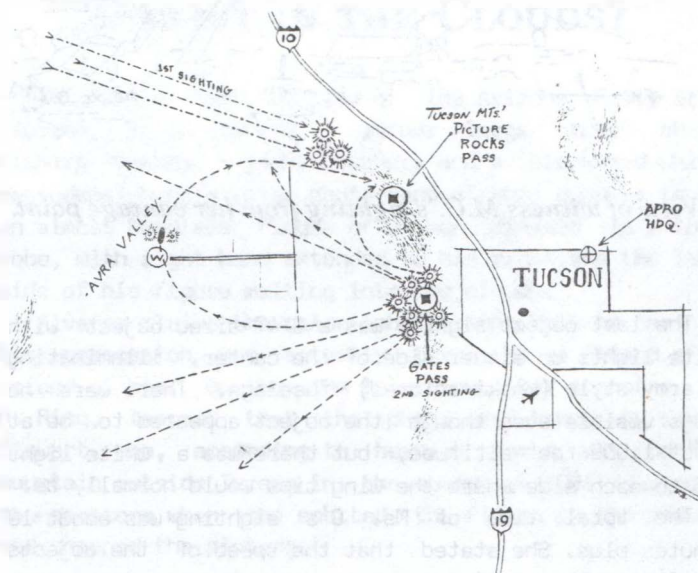
home in bed. Those who were out and about were outdoors as little as possible because it was rainy and chilly. Those who did venture out had no reason to look up because there was no air traffic from Davis-Monthan AFB after 10:30 (the jets from D-M are a familiar sight and sound in Tucson) and there was heavy cloud cover and nothing to look at in the sky except clouds and rain.

NO SOUND

I was awake and reading throughout the sighting, heard nothing out of the usual, and later recalled that I had not even heard the police helicopter, which is a common sound at night. I retired at 2 a. m. and did not receive any telephone calls during that time. After the initial radar sighting was investigated and the trajectory determined, it was discovered that the Lorenzen home, where APRO Headquarters is located, was nearly under the path of the objects as they proceeded toward Redington Pass.

OUTSIDE THE VALLEY

Requests for information about other sightings elicited the following from M.G., a woman who resides

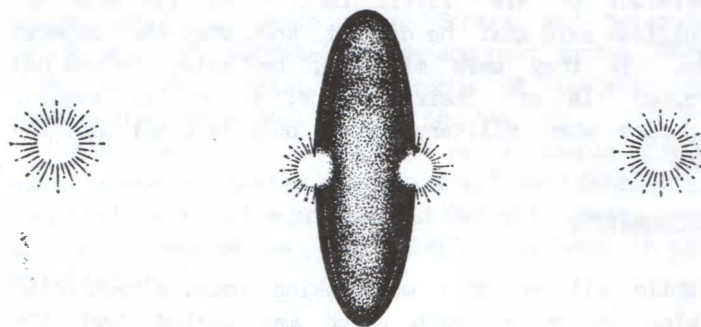


"Bird's Eye" view of M.G. sighting (see text).

in Avra Valley, an area west of Tucson. Like the other witnesses, she also requests anonymity. She is an ex-servicewoman with considerable experience with identification of aircraft.

At just before midnight, Ms. G. was awakened by a

continuous droning sound which was definitely not a jet, helicopter or piston-engine private plane. She went out onto her patio in her nightgown and was astounded to see the lights of many aircraft (unknown types) coming from many directions and leaving through Picture Rocks pass or Gates pass or off into the southwest. There were over 36 aircraft in the air when she stopped counting, and when interviewed, she said that as an old-time aircraft controller, she could not understand "how so many vehicles could operate at night in the air, from all directions and at various altitudes without a crash."



Artist Norah Bazzurro's rendition of object seen by M.G.

past but had never reported.

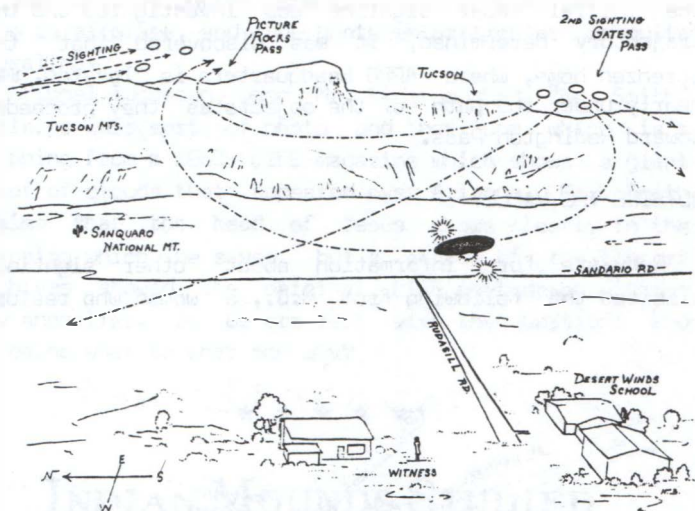
One witness we have yet to interview comes highly recommended and lives in the vicinity of Redington Pass. Her basic claim is that she saw the objects go over that morning and was very frightened because they lit up her yard "as bright as day". She told her mother that she did not intend to report what she saw, because "people will think that I'm crazy". This information was relayed to Headquarters and we are attempting to persuade the lady to make a full report which will be held in confidence.

CONCLUSIONS

Other sightings of "something going on" or "strange things seen" that same morning or in the late hours of the night before are being followed up and although the testimonies of the aircraft controller, the aircraft technician and Mrs. G, have been taken and are being carefully studied, and the case is still open, a few conclusions have been arrived at: (1) Between 60 and 105 lighted objects overflowed Tucson at between 12 midnight and 1:30 a.m. on the morning of October 7. (2) The evidence indicates that they were not mundane aircraft. (3) No sound associated with the objects was heard. (4) At least 36 and probably many more objects, were seen ENTERING the Tucson basin just before midnight.

QUESTIONS

This information is interesting and useful but it only raises many questions. Some have suggested that the objects were military aircraft on a classified mission, thus no transponders. This is good material for anyone trying to alibi the presence of the objects, but does not make sense. Why conduct a classified mission of multiple craft over a densely populated area during heavy weather which would only tend to amplify the noise of the aircraft and thus attract attention and risk an air crash? And - since when does any



View of witness M.G.'s sighting from her vantage point.

The last object sighted was a C-47-sized object with white lights on either side of the center, illuminating an army-style (khaki-colored) fuselage. There were no wings visible even though the object appeared to be at about 1,000 feet altitude, but there was a white light off to each side where the wing tips would normally be.

The total time of Ms. G's sighting was about 10 minutes plus. She stated that the speed of the objects was faster than a Cessna, but slower than a commercial jet. She also estimated that the sky was overcast with heavy cloud cover at 5,000-6,000 feet, and scattered clouds at about 3500 feet.

MORE WITNESSES

At this writing there are other witnesses to interview, but most are people who have seen unusual things SINCE the October incident, or who were inspired to disclose a sighting they had had in the

government have SOUNDLESS aircraft, and who but a boob would put so many aircraft into the air without informing local authorities? Besides TIA, there are Ryan and Freeway airfields to consider.

SIGNALS?

The "flashes" beyond the Tucson mountains which were seen by the Air Controller, the Technician and the pilot of Air One, seemed to have some kind of connection with the objects in flight, and their actual behavior. Were they signals of some sort? We can only wish that Ms. G. had stayed up to observe from inside her home, for she might have seen something even more interesting than what she reported.

The observation, although as yet unconfirmed, of the lady at Redington Pass, indicates that the objects were at low altitude when they exited the valley. The fact that the elevation of Redington Pass differs from that of Gates Pass where the objects entered the valley and is considerably higher than Tucson itself, indicates some pretty sophisticated guidance equipment on board the objects.

All witnesses described the objects as being between 3,000 feet altitude and the cloud cover which was between 6,000 and 7,000 feet. To date, the foregoing is the sum total of the information in hand regarding the October 7 flyover. We at APRO Headquarters feel that it is a "first" in UFO history, being the first time that multiple formations passed over a heavily populated area and were present over such a long period of time, were picked up on radar, and apparently made no sound. The objects seen on radar by the technician were probably connected with the formations in some way but we cannot even guess how. It does seem apparent, however, that the many objects seen by Ms. G. just before midnight in the Avra Valley were the beginning of the overflights, and that the Valley was the rallying point for the objects which, as she said, "seemed to be coming from all directions."

Further information will be presented in forthcoming issues of the Bulletin as it is available, and we urge members in outlying areas to monitor the local situation and inform Headquarters of any sightings which may corroborate this case.

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ANOTHER UFO RESCUE?

(EDITOR'S NOTE: At this writing, we did not have time to research the issues which contained cases similar to that which follows, but there are at least two and possibly more reports which involve unidentified objects or lights which seemed to save

the percipient's life.)

Lost at sea and freezing cold, fisherman Randy Morrison was ready to open up his survival suit and let the cold Pacific Ocean finish him off when a searing searchlight cut through the darkness of the storm and led him to believe he was saved. But it was a light that could not have been there, the coast guard later told him.

Morrison was the sole survivor from the troller Pacific Traveller that capsized in a 70-knot gale. He drifted through the freezing water for approximately 18 hours, kicking to stay upright. He credits the mysterious "ghost light" with giving him the will to survive that sustained him until his rescue.

"It was the most incredible feeling," he said. "You have no idea what it is like to think you are saved when you have given yourself up for dead."

The coast guard said it would have been impossible for the light to come from another vessel or aircraft because of the intensity of the storm. The source of the light remains unknown. This all happened on April 25, 1985, offshore from Milbanke Sound, Vancouver.

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CHRIST IN THE CLOUDS?

THE MAY 2, 1985 edition of the Arizona Daily Star (Tucson, Az.) carried a rather large story about Richard Alvarez, a local butcher, and a black-and-white reproduction of a color photograph of what appears to be an almost headless figure of a man dressed in a long robe, with right hand extended to his right, and the left side of his figure melting into the clouds.

Alvarez claims the color photograph which he has in his possession was actually taken by a friend of a friend of his. During the interview, Star reporter R. H. Ring, learned that the photo was taken by Wanda Stewart, who, according to her son Ramon, was on "A" mountain outside Tucson in the summer of 1984 during a thunderstorm when she spotted the figure in the clouds and snapped the picture.

OTHER PHOTOS RECALLED

At the time the initial clipping from the Star was noted, Mrs. Lorenzen, the Bulletin's editor, recalled other similar stories and photos in other clippings, and in particular, one submitted by Gerald Miskar of Clementon, N.J. and began a search for similar ones. She was just beginning to amass quite a file on the phenomenon when the May 27, 1984 issue of the Arizona Daily Star carried another story by Ring, titled:"

Explanations abound, as do photos of Jesus."

REAL OR A HOAX ?

Ring found, as Mrs. Lorenzen had, that the photos appeared to be of a similar figure, but in each of many cases, the explanations of where the photo was taken, under what circumstances (atmospheric included) were sadly lacking and, in fact, appeared to be variations on one theme, by one skilful photographer.

Although we cannot make any pronouncements, it would seem that someone, somewhere, is having a lot of laughs, at the expense of devoted Christians. Mrs. L. would be interested in any information on the source of this sort of material.

Some of the photos are claimed to have been taken from an airplane, and one photo in particular is quite revealing:

A local Tucsonan, whom Mr. Ring dubbed "Mr. Smith" collects this sort of photo and has one which is a clipping from a 1963 LIFE magazine which shows a giant halof of clouds that appeared over Arizona. Mr. Smith claims that the head of Jesus shows clearly in the clipping which he saved, but a search of the library archives showed the original LIFE photograph without any anomalies. So we are left with the question: Who is doing what to what and why?

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INDIAN MOUNDS STUDIED

(Editor's note: Although Indian mounds do not come under the heading of aerial phenomena, they have been mentioned often enough in UFO literature to make the following article worthwhile reading.)

Thousands of

Indian mounds, some over 700 years old, dot the Wisconsin landscape. More than 250 have been located on the campus of the University of Wisconsin-Madison alone, and about a dozen survived the construction of the Mendota Mental Health Institute.

The mounds fall into three main categories: conical, linear and effigy mounds. Some contain remains of dead Indians while others are just artistic piles of dirt, but Gary Meier has a theory about the mounds.

Meier, the chief psychiatrist at Mendota, believes that maybe all of the effigy-type mounds on the hospital grounds are ancient astrological indicators (could he possible mean astronomical? -the Editor) like Stonehenge in Great Britain. Mendota's giant bird mound, for example, seems to point directly at the spot on the horizon where the sun sets on December 21, the winter solstice.

James P. Scherz, professor of engineering at

UW-Madison, began studying the patterns of Indian mounds about 10 years ago. Scherz and Meier have talked about the Mendota mounds and next spring Scherz plans to take aerial photographs of the site, then overlay the photos against star charts.

"We've used this technique on a couple of other mound groups and gotten good results," said Scherz. "I would not be a bit surprised (if Meier's theory proves accurate) because we have similar patterns in other mound groups."

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PRESS REPORTS

by Joe and Doris Graziano

Spring Lake, MINNESOTA, January, 1985. Earl Buchholz was working alone in his garage late in the afternoon when he heard a loud noise "kind of like snow slipping off the roof." Then his dogs started barking "like crazy" and scurried outside.

When Buchholz followed, he noticed that his old wood machine shed - next to the garage- seemed to be leaning more than it had earlier in the day. As he moved closer, he noticed that the snow was disturbed at the top of the roof.

He grabbed a ladder, went up to investigate and found strange indentations in the snow on the roof. There were two marks about 6 feet, 8 inches long on each side of the roof, with pad marks about 32 inches wide. Buchholz also detected an unusual odor which "I don't know how to describe." Buchholz searched the fields around his farm for some long object that could have made the marks, but found nothing. He then got a camera and took some pictures of the marks on the roof. Later, a woman called him to say she had seen a UFO the same day and several neighbors reported that their dogs were barking a lot and acting strangely that day.

Vasa, MINNESOTA, February 12, 1985. At about 11 p.m., Lori Treptow stepped out the back door to see why her dogs were "going crazy" and saw two light clusters hovering in the field. The lights were red, blue and white, flashing on and off and each changing color.

The two light clusters hovered around each other, sometimes going up and down, getting closer together and then separating. Then suddenly one just disappeared.

The light group that was left then started toward Lori, who was still standing on her back step. She retreated into the house to call a neighbor for help and when she returned, about 2 minutes later, the lights were gone. When the neighbor arrived they looked around the area but could find nothing.

Atchison, KANSAS, March 26, 1985 Frank Derr was looking out his south window at about 10 p. m. when he saw 3 circular objects in the sky that "looked like they were miles apart, but they were in a straight line." The objects began casting off what looked like balls of fire in varying sizes.

"The 3 objects would appear, then they would disappear. Sometimes when they appeared, they cast off these balls of fire. Sometimes there would be several balls, sometimes only one," said Derr.

One of the balls struck his front yard, but he saw no sparks or fire nor felt a jolt that an object striking the earth might produce. "They were reddish - reddish orange. Then just before they disappeared, they turned white and became smaller and smaller. I never heard any noise or anything," Derr recalled.

The next morning, Derr went to look for some evidence of what he'd seen and discovered an oblong spot of dry grass that he swears was bright green the day before. The spot was not burned or singed, just dried.

After Derr's experience made the local newspaper, he received a call from Dan Tate, manager of Amelia Earhart Memorial Airport. Tate was piloting a small airplane at the same time as Derr's encounter, when he saw bright lights directly in front of him. He radioed the terminal at Kansas City International Airport and found that there were no other aircraft in the area. The bright object suddenly disappeared and Tate thought no more about it until he read about Derr's sighting in the paper.

KENTUCKY, Covington, March 23, 1985. At about 1 a. m., Police Sgt. William Dorsey answered a call to the 3800 block of Glenn Ave., where Police Specialist Todd Finian and several residents were watching a strange object overhead to the north. The oval-shaped object moved slowly from the west, parallel to the ground, and changed from red to green to white in color.

Dorsey drove to several other places, including Tower Drive, Taylor Mill and Devou Park, but did not see the object. When he returned to Glenn Ave. it was still in the sky.

"We had the dispatch desk call the (Greater Cincinnati International) airport tower," Dorsey said. "They confirmed they had something on radar but didn't know what it was."

Burkesville, KY, April, 1985. More than a dozen persons reported seeing a silent, diamond-shaped object, for as many as 6 consecutive nights, flying over the Burkesville area.

Joe Bryant and his two sons noticed an unusual pair of lights on the horizon as they pulled into the driveway of their home. The lights moved closer and a diamond-shaped object with 10 to 12 lights on it

moved over the house and drifted off to the west with a low-pitched hum.

Clayton Young and a passenger were driving back from Glasgow when an object with a multitude of flashing white and red lights passed over the car.

CCHS coach David Wells said he laughed when three of his students told him they saw an unusual object, but when he left with the students to go to the Bakerton area, they all spotted the object rising over a hill. It was also described as diamond-shaped with two very bright lights and a lot of lights underneath. It did not make any sound and everything, "even the wildlife," was silent. After about two minutes, the object picked up a tremendous amount of speed and vanished from sight, emitting a high-pitched hum.

Fort Worth, Texas, May 8, 1985. Louis Castoreno said 34 fish, each about 2 inches long, dropped out of the sky and fell at his feet while he was at a work bench in his back yard. At first, 3 or 4 fish fell beside him, then as he looked up, he "had to move out of the way because a whole bunch came down at once."

Al Moller of the National Weather Service said a forming tornado sometimes lifts small objects from a lake or river. Castoreno, who lives less than a mile from Trinity River, said the fish fell right after a dark cloud passed over.

Fayette County, WEST VIRGINIA, May 27, 1985. Robert Neal of Fayetteville told police he spotted a long, white, thin stream of light moving southwesterly in the sky at about 10:05 p.m. He said it appeared to be about a quarter of a mile away, barely flying above the treetops, at about 500-600 mph. The object made no sound during the estimated 5 second sighting.

Dispatcher Jane Bowles received a report from a hitchhiker in the Oak Hill area at about 10 p. m. The hitchhiker said flashing lights appeared in the sky in the area, which is about 7 miles from the Neal sighting.

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EM UFO INCIDENT OFF CHILE IN 1969

By Bill Chalker APRO Representative (Copyright 1985 -B. Chalker)

Because of a series of chance events and an overseas trip, I was able to interview at length a witness to a startling event which occurred in the Pacific Ocean, about 350 miles to the south of Valparaiso Port, off

the coast of Chile. The incident involved a Chilean Naval destroyer and was witnessed by members of its crew including the commander of the vessel.

RADAR CONFIRMATION

Up to 6 UFOs, including one large object, were reported. The objects were verified on radar and observed visually. As the main object passed over the ship, the vessel's power went out! Despite the extraordinary nature of the event with the alleged loss of electrical power while the main UFO passed over the ship, the incident is also compelling from the point of view of the aftermath. An alarming cover-up transpired, according to the witness I interviewed, involving holding the witnesses in confinement in port for 2 days, during an intense psychological campaign to get them to accept that they saw nothing out of the ordinary.

The name of my informant cannot be revealed. He was on duty during the incident and witnessed the whole event. The location of the interview, specifically the country in which it took place, also cannot be given. Disclosure of either detail could lead to the witness being recalled to active service in the Chilean Navy. He has already served his term of service but fears that if it got out that he was responsible for leaking details of the incident, enforced military service could be used as a form of censure. The witness's name and his position at the time is known to me.

STILL SKEPTICAL

I must admit from the very beginning that I have long been skeptical of many of the claims made about alleged massive cover-up programs in the area of UFO research. However, in part because of the compelling nature of this particular case and my experiences since being able to achieve the first comprehensive access and review of the Royal Australian Air Force (RAAF) UFO files by a civilian researcher, I have become much more open-minded towards such claims. This does not mean acceptance on my part, merely that I believe such claims should get a fair and just hearing.

THE EVENT

During 1969, and possibly on or about October 23rd of that year, a destroyer of the Chilean Navy had just come out of about a week of dry dock at Talcahuano Port (the ship's axle had been removed and replaced).

Just after midnight, the destroyer was some 350 miles out of Valparaiso, navigating at 20 knots and heading north (20 degrees portside from NNW). The whole of the extraordinary events that follow took about 8 minutes.

At 0043 hours, the "CIC" (sic?) (radar officer) reported a long range flying contact. A minute later

the "contact" was at 4 hundred miles. The operator began to suspect a malfunction in view of the apparent incredible speed of the contact. In the next minute the contact was approximately 150 miles away and closing from 331 degrees of true north.

HIGH SPEED AND MULTIPLE TARGETS

Both the "CIC" and officer in charge during the late night duty (a second class officer in rank) apparently speculated about the "contact" being "a plane flying SE" - but at 213 miles in a minute - that was 12,780 miles per hour!

The officer in charge advised the ship's commander, who asked that an eye be kept on it.

At 0047 the "contact" was only 12 miles away. Suddenly the single contact became 6 "targets". The "thing spread ...little dots appeared in the fire of the light on the radar...".

COMMANDER ALERTED

The officer in charge advised the commander, just as visual contact was made of the returns. He was advised of 6 contacts by visual and radar approaching the ship, and that he had better come up to the ship's bridge.

It was a fantastic sight. One massive object and 5 small objects approaching at high speed. The "big thing looked like a big box" with sort of "semi-circles in the side", apparently as if they were scooped out. It was completely rectangular. Although it was bathed in a very brilliant light, its shape could still be seen. It also gave the impression, at a distance, of looking like a big egg- but a very bizarre egg.

TWICE LENGTH OF DESTROYER

The witness said, "the thing must have been metallic. It was bigger than the destroyer, which was about 110 meters long". He thought it looked at least twice the length of the ship, but it was difficult to tell as "the light was bright." The 5 smaller objects were like little egg shapes and appeared to be no bigger than 8 feet in length and 5 to 6 feet in width. They appeared to be bluish in color.

(to be continued in next issue)

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ATTENTION!!

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