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NEW ZEALAND FILM

by

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Two Air Force Cases

The following are two reports from ex-Air Force personnel and as each stipulated, we are not publishing their names or locations. The information divulged is in their own words.

"First of all I will start by a little explanation of my background, then proceed to describe my sighting. I entered the United States Air Force in late 1972 as a trainee to become an aircraft maintenance technician. I received the required amount of schooling in Texas, and then was ordered to report to Nellis Air Force Base, Nevada, just outside of Las Vegas, Nevada. I must now confess that I did not take the liberty to record exact dates and times and, to be truthful with you, I felt that this incident would only be considered a tall tale and only lead to wrong impressions if told to the wrong people. I am now certain that I am not alone, and there are many people who are afraid to even mention such sightings.

"While at Nellis AFB, I was assigned to the 432 Tactical Air Command as an aircraft maintenance specialist where I was stationed for two years, except for pulling two tours of duty in Thailand. Be it or not, I feel as though my experience with jet aircraft, and the Air Force in general, entitles me to say that I know what an aircraft in flight, no matter how experimental or secret, looks like. I have eyes and I can see . . . 20/20 vision My sighting was at night, and I am familiar with position and anti-collision lights as well as landing lights to say the least.

"It was sometime in early 1974, on a weekend, when I and two fellow workers in my career field decided to take a ride to Mt. Charleston, Nevada, not far from Las Vegas, for a change of scenery, actually a change of environment since the Las Vegas area is completely desert, and the change of altitude at Mt. Charleston brings on pine trees and trickling streams from melting snow. It was almost dark when we left for Mt. Charleston in one of my friends' car, so when we got to the lodge at Mt. Charleston, it must have been about 9:00 p.m. and let me tell you that at that time and altitude it was plenty cold.

(See Air Force - Page Six)

SUMMARY OF EVENTS

(NOTE: all miles are nautical and times are local D.S.T.)

FLIGHT SOUTH

At 11:46 p.m. on December 30, 1978, a four-engine turbo prop Argosy freighter left Wellington, N.A., on a standard Saturday evening-Sunday morning newspaper delivery run, from Blenheim, N.Z., to Wellington to Christchurch, and then back to Blenheim. Aboard the aircraft were the pilot, Captain Bill Startup, the co-pilot, Robert Guard, the Australian news reporter, Quentin Fogarty, and a film crew which consisted of the cameraman, David Crockett, and his wife, Ngaire, who operated the tape recorder.

The reporter and film crew had been commissioned by a Melbourne TV station to fly to Christchurch to obtain film footage for use in a news story about a previous UFO sighting that had been made by pilots on a similar aircraft flight. During the flight south the pilot and co-pilot observed lights that were first seen in the direction of Kaikoura, from a point just southeast of Cape Campbell (see map and Event Sheet). Coincidentally, Wellington radar picked up and reported targets which were in the vicinity of the plane. It appears that at least two, and perhaps several, of these anomalous radar targets were observed by the passengers on the plane.

The cameraman obtained 16 mm color film footage of the inside of the plane, the lights of Kaikoura, and of anomalous bright objects that were seen occasionally in the 12:00 to 3:00 (front to rightside) quadrant with respect to the direction of travel. The reporter recorded on-the-spot comments and descriptions and occasionally referred to statements made by Wellington Air Traffic Controll (ATC). The anomalous lights seen on the trip south were observed to be mainly in the direction of Kaikoura or ahead of the plane, except for one, which was seen off the right wing after the plane was south of Kaikoura.

Radar targets that were reported to the plane by the Wellington ATC within about 20 miles of the plane as it travelled from a point just south of

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target was about four miles behind them. About half a minute later Wellington said there was a further target about four miles to the right of the plane. About 45 seconds after that Wellington told the plane that something was flying in formation with it. The plane and the unidentified target flew side by side for at least half a minute, after which the radar target reduced to that of the plane alone (Event Sheet #15 and 16). About a minute later the plane contacted Wellington and reported a "target," which was a flashing light, at the right of and falling behind the airplane (Event Sheet # 17). Wellington agreed that there was a target at the right of the plane that was drifting behind as the plane moved forward.

The plane landed at Christchurch, N.Z., at 1:01 a.m., December 31. While newspapers were being unloaded the crew discussed the sightings with the Christchurch radar operator, who described to the crew an anomalous target that was not particularly impressive to him. In order to obtain more film footage, Crockett and Fogarty decided to fly back to Blenheim. One of the passengers, the wife of the cameraman, decided not to make the return flight and her place was taken by a reporter from Christchurch, Dennis Grant, a personal friend of the Australian reporter (the only person involved that the Australian reporter had known before the flight).

FLIGHT NORTH

The plane left Christchurch on its flight north to Blenheim at 2:16 a.m. About 3 minutes later, as the plane climbed through a low cloud cover, the pilot, co-pilot, and cameraman, who were all in the cockpit at the time, observed a bright yellow/White/orange light apparently at about their level, which would appear and disappear through the tops of the clouds. It was between 10 and 30 degrees to the right of the aircraft, which was flying northeast. This light was pointed out to the two reporters who arrived in the cockpit several minutes after the takeoff. The captain obtained a strong return from his radar which was operated in its "mapping mode." The size of the radar "blip" was estimated by the flight crew to have been 3 to 5 times larger than the blip from a large fishing boat. The flight crew and the Christchurch reporter, who had a good view of the radar display and of the object, repeatedly compared the direction of the bright light with that of the target as indicated by the azimuth markers on the radar screen. They assured themselves that the radar target and the bright light were in the same direction. The radar distance was initially 18-20 miles. As the plane proceeded along a straight northeasterly path and climbed to its cruising altitude, the distance to the bright light gradually decreased, as indicated by the radar, and the sighting line tended to move around to the right.

NEW ZEALAND

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Cape Campbell to a point about 57 miles northeast of Christchurch. The airplane radar was not used on the flight south.

One particularly interesting sequence of events involving Wellington ATC occurred just after the plane had turned toward Christchurch at a non-geographic reporting point called "Kaikoura East" (see map). The plane had shifted to the Christchurch communication frequency when Wellington saw a target appear behind the plane about one or two miles (Event Sheet # 12). Wellington told the Christchurch controller, who asked the plane to shift back to the Wellington frequency. Wellington then told the plane that the

By the time the plane was about 11 minutes (32 miles) out of Christchurch at an altitude of 11,500 ft the bright light was about 70 to 90 degrees to the right of the aircraft (southeast of the aircraft) and about 12 miles away and no longer on the plane radar. All observers agreed that the object appeared to be at a lower altitude than the aircraft, with depression angles below horizontal estimated to be between 5 degrees and 30 degrees. The radar in the map mode could only pick up targets with depression angles between about 3° and 15° below the centerline of the aircraft.

The cameraman obtained several minutes of film out the far right-hand cockpit window during this period. Images on the film range from yellowish white elliptical shapes with reddish fringes to overexposed, nearly triangular and circular shapes. Typical angular sizes were on the order of 1-2 milliradians.* He also obtained several feet of film showing a cockpit meter just below the image of the bright light. At about 12-13 minutes (35-38 miles) out of Christchurch the plane reached 13 thousand feet and a speed of 215 knots. At this time the flight crew decided to turn to the right toward the bright light. As the plane turned, the sighting line to the object moved toward the front of the aircraft, but even after a turn of about 90 degrees, the object was not directly ahead of the aircraft, as if the object had moved to the right. The captain proceeded in a straight line along a southeast heading and again the sighting line to the object moved from nearly directly ahead toward 90 degrees to the right as the plane flew. The depression angle below horizontal was apparently very noticeable at this time. The object was not picked up on radar after the turn, even though the object was nearly ahead of the aircraft immediately after the turn, which suggests that the depression angle was greater than 15 degrees. After travelling on this new heading for 1 or 2 minutes, the captain began a turn to the left back toward his original flight path, at which time the light was observed to move quickly to the left-front and above the aircraft and then to the left and down and apparently below the aircraft. The object was not seen again after the plane completed its left turn.

During the time that this object was seen by the plane passengers, it was not seen on the Christchurch or Wellington radars. This may have been because it was too low to be picked up by either radar and/or because it was a weak target for 50 cm radar.

After the aircraft gained its original course and approached a point southeast of Kaikoura, Wellington control tower again began to call the attention of the flight crew to anomalous targets which were within 20 miles of the plane as it travelled toward Cape Campbell. Occasionally, unusual bright lights were visible in the directions indicated by the Wellington control, and in at least one instance the plane radar picked up a target that appeared to the captain to be in the same

position as that indicated by Wellington control. There were also apparently temporal coincidences between appearances and disappearances of visual and radar objects.

One particularly bright object that was seen as the plane approached Cape Campbell was photographed by the cameraman. The film shows a bright light which alternates in a regular, cyclic manner from bright white to dim red and orange. It apparently travelled in a series of loops, described as "rolling and tumbling" by the reporter. (see Event #33).

The plane landed at Blenheim airfield at about 3:10 a.m.

* Divide the distance to the object by 1000 and multiply by the number of milliradians to find the size. For example, an angular size of 1 milliradian corresponds to an object size of 1 foot at 1000 feet. (1000 feet/1000) (1 millirad.) = 1 ft.

EVENT DESCRIPTIONS AND MAP LEGEND

Times are in local Daylight Savings Time and are accurate to within one minute. Distances are in nautical miles (6076 ft or 1.852 km). At the cruising altitude the plane travelled at an air speed of about 3.6 miles/minute.

During the trip south the people aboard the plane were Captain William Startup (S), First Officer Robert Guard (G), cameraman David Crockett (DC), sound recordist Ngaire Crockett (NC) and reporter Quentin Fogarty (F). The Wellington Air Traffic Controller was Geoffrey Causer (GC). For part of the time the radar technician, Bryan Chalmers (BC) was also present. GC used a radar scope which presented an MTI (moving target indicator) processed radar picture; BC operated a non-MTI display for part of the time. The plane (P) is treated as an "entity" when communicating with Wellington radar (W). Christchurch is noted as CH. During the trip north NC was replaced by a Christchurch reporter, Dennis Grant (DG).

This event listing is to be used with the especially marked maps (Figures 1 and 2).

TRIP SOUTH

1 about 2354 (11:54 p.m.), Dec. 30, 1978 : the plane has taken off and circled to head south and was at this time passing over Wellington.

2 about 0010 (10 min. after midnight), Dec. 31, 1978 (all succeeding times are on this date) : the plane was passing or had passed Cape Campbell. F, DC, and NC were in the loading bay working on a "standup" for the news story on the previous UFO sightings when S and G first spotted lights in

the direction of Kaikoura. The plane had passed 10,000 feet in altitude and was travelling at about 170 knots air speed (the ground speed might have been about 180 knots since there was a slight wind).

3 about 0012 : the plane (P) contacted Wellington (W) and asked "Do you have any targets in the direction of the Kaikoura peninsula on your radar at about that range?" (approximately correct, the radio communications from the plane are difficult to understand). W replied, "There are targets in your one o'clock (1:00) position (i.e., about 20-40° to the right of straight ahead) at, uh, 13 miles . . . appearing and disappearing. . . .at the present minute they're not showing . . .but were showing about a minute ago." GC had been noticing "weird" targets east of the Clarence River area and the Kaikoura Coast for as long as half an hour before the plane reported anything. S and G reported seeing lights that would appear and then disappear in an apparently random manner, which is consistent with the appearance and disappearance of targets on the W radar. By this time the plane was at 14,000 ft. and travelling at 215 knots air speed (3.58 miles/min.)

4 about 0015 : W reported a target in the 3:00 position on the coastline. This may have been seen, but no mention of it was made on the W tape. By this time F, DC, and NC had joined S and G on the flight deck.

5 about 0016 : W reported a target at 12:00 at 10 miles which was probably only seen for one sweep of the scope (12 sec. per sweep). This may have been seen by the passengers since they reported seeing lights that occasionally appeared ahead of them.

6 about 0016:30: W reported a strong target at 11:00 at 3 miles from the plane which apparently appeared for one sweep. P responded with "no contact yet."

7 about 0017:30 W reported a target just left of 9:00 at 2 miles (the spacing between the edges of the radar blips; the actual spacing of target could have been more like 4 miles, *assuming that they were at the same height*; W had no way of knowing what heights the targets were at). There was no visual confirmation.

8 about 0019 : W reported a strong target at 10:00 at 12 miles. This may have been seen, but there is no specific confirmation.

9 about 0022 : W reported a target at the left of the plane at about 1 mile (between blip edges) which remained stationary while the plane did a left hand orbit to see if the passengers could see anything. About this time F, who had been

watching the lights, recorded his first "on-the-spot" commentary: "It's kind of hard to describe my feelings right at the moment, but, uh, we've seen probably 6 or 7 or even more bright lights over Kaikoura. A number of these have been picked up by Wellington radar." The plane did an orbit (hexagon on the map) which lasted about 2 minutes. Nothing to the left of the plane was seen. Before the orbit started there were lights (other than city lights) in the direction of Kaikoura.

10 about 0024 : just after the orbit was completed W reported a target at 12:00 at 3 miles. The plane responded "Thank you . . .we pick it up. It's got a flashing light." F recorded, as the plane came out of the orbit, "At the moment there is no activity. When we first made the run (i.e., started the orbit) the lights were so bright they appeared to be lighting up the sky of the town (Kaikoura) . . .Now we have a couple right in front of us! Very, very bright." These lights flashed on and off. F recorded "We have a firm convert here at this moment." One of these lights may have been filmed. DC obtained about 12 seconds of footage showing sort of oval, blue-white images which were quite bright (considerable film exposure of stationary, focused images). DC also obtained about 5 seconds of film showing several lights at once in a horizontal row that randomly (?) flashed on and off. He also obtained film of the town of Kaikoura, but the town lights appear to have been much less intense.

11 about 0028 : P passed the "turning point" at Kaikoura East. W reported that the only targets were 12-15 miles behind them. At this point the plane switched to the Christchurch (CH) air traffic control on another radio frequency.

12 about 0029 : W called CH by telephone and said that there was a target about 1 mile (between blip edges; blips would have been about 1 mile "thick" in a radial direction out from Wellington at the distance of the plane) behind the plane. CH said it would inform the plane and have the plane switch back to the W frequency.

13 about 0029:30 : P contacted W and was told that the target was now at 6:00 at 4 miles. Apparently the target had remained stationary behind the plane for 6 or 7 sweeps of the radar (72-84 seconds). F recorded : "We've just heard from Wellington radar that we got an object about a mile behind us and it's following us." Actually W did not say the target was following the plane.

14 about 0030 : W contacted P and said there was a "further" target at 3:00 at 4 miles. GC did not specify whether or not the previous target behind the plane was still there. This new target appeared for two or three sweeps. F recorded "There's a whole formation of unidentified flying objects behind us."

15 about 0030:45 W contacted P and said "There's a strong target right in formation with you know . . . Could be left or right. Your target has doubled in size." The previous target at 3:00 at 4 miles had disappeared, so this *may have* moved closer to the plane. This distance from W to the plane was now about 90 miles, so on the radar scope the airplane "blip" would have been a small arc about 3 miles "long" from left to right and about 1 mile "thick" from front to back (the blip size is always much larger than the target would be on the scale of the radar scope) because of the 2.1° azimuthal resolution (angular resolution in a horizontal plane) and the distance from Wellington). Because of the blip size the unusual target could have been as much as 3 miles from the plane (farther than 3 miles if it was not at the same altitude). BC was in the control room at this time and witnessed the unusually large blip on the scope.

16 about 0031:30 W contacted the plane and stated that the target had "reduced to normal size." The plane blip had been unusually large for at least three sweeps (36 seconds) and perhaps for as long as 45 sec. or so. GC and BC agreed that the large blip was like two aircraft flying side-by-side at the same speed . . . the whole arc shaped blip moved down the radar scope as a unit. There was no bending of the blip as might be expected if one portion (i.e., the unusual target) were stationary while the other portion (plane) moved by it. The plane would have moved about 2 miles during this time, a distance which would have exceeded the differential radial resolution of the scope (i.e., exceeded the minimum difference in distance between two targets that could be measured on the scope). Shortly after this occurrence BC went to another radar scope and turned off the MTI processing. He then saw the normal amount of land and sea clutter within 20 to 30 miles from Wellington, but he saw no indications of anomalous propagation. Also, the "weird" targets which had appeared on the MTI display did not appear on the "uncancelled" display, suggesting that the anomalous targets were actually weak reflectors of the 50 cm wavelength radar.

About this time the copilot spotted a flashing light that was apparently travelling along at the right of the aircraft. S turned off the wingtip running light (steady green) to make sure there was no problem with unusual reflections.

17 about 0032:30 : P contacted W and stated: "Got a target at 3:00 just behind us." W responded: "Yes, and going around now at 4:00 at 4 miles." F recorded "I'm looking over towards the right of the aircraft and we have an object confirmed by Wellington radar. It's about 4 miles away and it looks like a very faint star but then it emits a very bright white and green light." Unfortunately this object was too far to the right

and behind the plane for the cameraman to be able to get a picture (he would have had to sit in the copilot's seat).

--Shortly after this W contacted CH. CH had nothing on radar, but W referred to a target at 5:00 to the plane at 10 miles, which could have been the previous target if it had remained stationary as the plane moved along.

18 about 0035 : W contacted P and asked if they had seen the previous target at 4:00 at 4 miles. P responded "We think we saw that one. It came up at 4:00 . . . around 4 miles away." (The distance estimate was based on what W radar had told the plane; the people on the plane had no way of measuring distances behind them.) W then continued, "Roger. That target is still stationary. It's now 6:00 to you at about 15 miles and its been joined by two other targets." F referred to this as follows: " . . . that other target that has been following us has now been joined by two others, so we now at this stage have three unidentified flying objects just off our right wing, and one of them has been following us now for probably about 10 minutes." Actually the time was more like 7 to $7\frac{1}{2}$ minutes and the targets were stationary behind the plane. F did not have airplane earphones on, so he couldn't hear the communications from the W or CH radar controllers. His information came from S, G, or DC, all of whom had on earphones and who yelled information to F over the noise of the airplane.

About this time F also reported the CH radar had picked up something "67 or 68 miles north of the city." That distance would have been about 6 or 7 miles behind the plane, no more than 7 miles from the location the W gave for the three unusual targets, assuming that CH really said "northeast of the city" and not due north of the city, as F recorded.

19 about 0036:30 : W contacted P and said that the three targets behind the plane had been replaced by a single one that produced a blip larger than the blip from the aircraft. At this point S decided to do another orbit to see what was behind him. F recorded "We've just heard from Wellington radar that there's a strong target straight behind us so we're turning" The plane was cleared by W for a left hand, two minute orbit, but again nothing was seen.

20 about 0101 : the plane landed at CH. It was a "straight-in" landing since there was negligible wind. F recorded a statement that CH radar had said there were six UFOs headed for the aircraft just before it landed, but no one else remembers such a statement and no lights were seen heading for the aircraft. However, G and S do remember the CH controller referring to a target at the right of the aircraft that seemed to pace the aircraft in toward the landing. G looked out the right window and saw at a lower altitude a flashing light moving

along. He at first attributed it to a car headlight that was passing behind trees along a road that ran along the shoreline. Then he realized that the flashing was too regular. He also observed that the light apparently crossed a river at the speed of the aircraft. However, he was too busy with his copilot duties during landing to watch the object closely. S remembers saying to the CH controller that perhaps the object was cleared to land in the grass at the side of the runway.

After the plane landed, S and G talked to the CH controller while the airplane was being unloaded. G remembers being told about a target which was at the right of the aircraft until just before landing, when it curved and travelled inland. He also remembers being told that someone at the control tower (close-in radar controller?) had looked out a window and seen a light heading inland at about the same time as when the plane landed. The CH controller attributed the anomalous target to a "side-lobe" problem, which might have been a satisfactory solution if the "side-lobe" problem had disappeared at the same time that the plane landed, rather than travelling inland. In an interview about 6 weeks later the CH controller would neither confirm nor deny picking up a target, but whatever he might have seen was unimpressive to him. Unfortunately the CH control tower tape was erased and reused, according to a standard 30 day retention rule, before it was copied (in spite of a specific request by S that the tape be retained until he could copy it), so any information that was recorded on the tape is no longer available.

*Events and map of the trip
Will appear in the March 79 Bulletin*

AIR FORCE

[Continued from Page One]

"We stayed at the lodge for about an hour or so sitting and talking near the fireplace when we decided to head back to the base. As we proceeded down the mountain, I remember that there were ice slicks on the road and we almost lost control of the car twice. We reached the base of the mountain then proceeded on the access road until we reached the main highway which would take us back to Las Vegas. At this time there were very few other vehicles in the vicinity as it was fairly late. We had been on this highway for about ten minutes headed back to Las Vegas when something caught my eye towards the right (at the time I was in the back seat of the car, a red Vega, looking out of the right rear window). My first reaction was a remark to my friend Mike, the passenger in the front seat. I jokingly said, "Look Mike, a UFO." The reason I use the term "jokingly" is because in fact, at first, I thought for about five seconds that the Goodyear blimp was visiting Las Vegas. You

know how the side of the blimp lights up to advertise whatever it wants to? Well, at first my only explanation was that I was looking at, rather viewing, an image on the side of the blimp. Mike's first comment was to say, "Yep, that's a UFO all right." My next remark was to say, "Mike, what is it?" He said "I swear to God it's a UFO." Rich, the driver, then said, "That's the same thing I saw the other night." I then exclaimed, "Then pull this damned car over." We then sat inside the car on the right-hand shoulder of the highway as Rich pulled over, and observed an object to the right in the desert, in the middle of nowhere, hovering, my guess is about three miles away, and about 1/4 mile off the ground. My best description is that it was about 1/3 green on the left and about 1/3 red on the right, completely illuminated, with the remaining 1/3 in the middle possessing a type of white pulsating light obviously focused downward at the ground as though for the purpose of picture-taking or some type of scanning procedure as it, the vehicle, continued a rather slow, zig-zagging type flight pattern from left to right as it slowly but surely progressed forward (or backward, whatever the case may be). We watched for about five minutes as this craft eventually resumed a straight line pattern of flight to other more distant parts of the desert. There was no way we could follow it with Rich's Vega, so we once again started back towards the base, myself trying to keep eye contact with the craft, eventually losing it completely, never to be seen by myself again.

"Of course, we discussed this sighting among the three of us at first more than in the days to follow, as it only led to non-believers' typical remarks around the barracks, as well as on the job. Mike, the passenger, took on a more pessimistic attitude regarding this event, not helping me or Rich trying to remain open-minded. Although we decided that the best thing to do was not talk about it, I discovered in the days to follow that there were at least two other separate incidents of the same type involving two people with whom I had the opportunity to discuss the matter. Another Rich that I knew said that he was in line at nighttime waiting to see a movie when he saw a red and green object with strobe lights flying by at quite some distance. Another person stationed there who was my roommate for about a week, and who happened to be from Ely, Nevada, said that such sightings were common in that part of Nevada, as there was an underground nuclear test site in the vicinity, and that he himself had witnessed the same thing as myself, only two times instead of once. One he saw from a distance, but the other experience he had was more remarkable as he said he was driving home to Ely, when two of them flew by quite close to him in the mountains, scaring the hell out of him. They were side by side as they flew over his car, continuing over a mountain. He also confessed seeing another vehicle of a different type in Ely, a vehicle with two white lights. He said that as one light would dim, the

other would brighten, acting as a power of thrust turning the vehicle, directly above, in the direction of the brighter side. This light, he said, was close enough to cause vivid shadows of himself, his friends, and objects in the area. I am writing this letter not only as a form of release, but I am curious to hear of similar sightings and experiences, and I wish to somehow become involved with this incredible field of research."

10 Sept 1976

"At 0110 hrs, 10 Sept 1976, two alarm situations, activated at separate missile sites within a North Dakota missile grid, consisting of 15 Launch Control Facilities (LCF) and 150 Launch Facilities (LF), underground missile silos. The alarms were of the nature to place the security personnel into an increased security vigilance, and a security alert team (SAT)¹ was quickly dispatched to investigate the nearest alarm.

"At approximately 0115 hours, 10 Sept 1976, the night shift security supervisor arrived at the LCF from which the two alarms originated. (It is not necessary for the supervisor to investigate the actual LFs where the alarms activated unless the SAT reported actual sabotage at the missile silo.)

"At approximately 0120 hours, the SAT reported that they had arrived at the first alarm area, but reported to the (FSC) Flight Security Controller (desk sergeant) that they could detect nothing amiss. They proceeded to go over their normal checklist, constantly keeping the FSC informed of their progress and findings (nothing could be found amiss).

"At approximately 0129 hours the SAT, while still at the scene of the first alarm, notified the FSC that they were observing 'lights' hovering in the air about 5 miles from their location and in the vicinity of another LF. The SAT could not see the actual object, only the lights (2), but determined from the movements that it was probably a helicopter because it seemed to stop in the air and remain in one position for a period of time.

"At 0130 hours, the on-duty officers at the LCF, whose job is to monitor the missiles from the LCFs reported to the FSC that the computers from all of the missiles had suddenly stopped 'communicating' with their computers at the LCF. This was the case with all computers systems from missiles to LCFs in this grid. (Later it was learned that other strange lights had been observed by other SATs throughout the missile grid.)

"The night security supervisor (FSS) quickly departed the LCF for the area in which the nearest lights were observed. The FSS noted that the sky was exceptionally clear, with the stars in sharp focus. There was no haze or fog, and visibility was unlimited. No clouds. However, he did not note the position of the moon, nor could he remember if, indeed, there was a moon that night. Arriving in the area the FSS could not see the lights, though he drove slowly and constantly scanned the sky.

After reporting negative results to the FSC, the FSS decided to view the area from where the SAT had observed the lights (by this time the SAT had departed for the second alarm situation). Arriving at the area of the first alarm and scanning the sky, the FSS still observed nothing. He reported this to the FSC and advised him that he would be checking a few more reports out in another area.

"After traveling only about 2 miles west, the FSC excitedly contacted the FSS again, and stated that the 'light' (only one this time) was back at the original sighting and he had it under observation from the LCF (5-7 miles south of his location). He further stated that the Base Command Post was excited about the strange lights and requested the FSS to return once more to the area.

"The FSS quickly made a u-turn and upon straightening out the vehicle, he, too, observed the light (7 miles east of his location). He noticed that the light was bright red, shaped like a cylinder, positioned north to south, with the south end tipped toward the ground at a 45° angle. He reported this observation to the FSC who then exclaimed, "Thank God, I thought I was going nuts."

"During the drive back to the area, the FSS was unable to keep the object in sight and eventually it again disappeared. Upon arriving at the LF where the object had been observed, the FSS parked his vehicle, with lights out, and remained for some time. The object did not appear so the FSS finally departed.

"This time the FSS had traveled from approximately 12 miles west of the sighting, when, while watching his rear-view mirror, he again saw the red light. He pulled over and got out of the vehicle to observe the object better. This time the object appeared to be about five miles east of his location, was circular in appearance, seemed to pulsate, and was traveling at a slow speed from north to south. He kept it under observation for about five minutes until the object had left his field of vision. The FSS then departed for another LCF and made no further observation the rest of the night. The FSS later stated that he never observed the actual object, only the bright red light. It was certainly no fixed-wing aircraft as it could remain stationary in the sky. And the light itself was too large to be a fixture of a helicopter in the FSS's opinion. The last observation was around 0400 hours.

"All of the personnel viewing the object seemed to be intelligent and level headed. But they do not believe that what they saw was any conventional aircraft that they were familiar with. They all request that their names be withheld for fear of Air Force regulations, though their names are on file and will be kept for a future time when they are no longer connected with the Air Force. All individuals have a secret clearance, and are qualified under PRP(HRP).

"Questioning of the individuals involved did not prove that what they saw was indeed a UFO, though they could not identify the object. They all

ruled out the possibility of it being a fixed-wing aircraft, nor do they believe it was a helicopter; and one of the individuals had been a crew member and mechanic on helicopters for eight years. None had ever given much thought to UFOs previously, but now they are wondering. The FSS has recently purchased every book on the subject he can find and now believes that what he saw may very well be . . . an aircraft not of this world! He further revealed that he has had a more recent sighting of something he cannot explain.

"On October the 21st, 1976, at 2200 hours, after watching a television program, he and his family were preparing for bed. He entered his den which has a window facing the east. As he glanced out the window he was attracted by what he at first thought was a very large, bright star, low in the eastern sky. He called to his family; wife-31 years old and son-10 years old, to come into the den to see it. As all three watched the 'star' for about one minute, it accomplished a feat that shocked them. The 'star' suddenly zig-zagged across the sky in a westerly direction toward them, and nearer to the main base. It also appeared to drop closer to the ground. The FSS remained at the window watching the object until 2330 hours that night. During this time the object appeared to be spinning, or something. At 2315 hours, the object shot straight up into the sky becoming no larger than a pin-point, but remained in this position until 2330, at which time he decided to go to bed. This object was east of the main base and would have had a good view of the entire installation. The night was clear, no clouds, and stars were in sharp focus. Again, he did not get a fix on the moon in relation to the object.

"One last note of curiosity is that during October of 1975, an unidentified 'helicopter' was observed to hover over a weapons storage area at a SAC base, which caused the Air Force to go into an increased security vigilance for 2-3 months. The exact dates and location of this incident are unknown."

SMITHSONIAN PROMOTES ACCEPTANCE OF ETI EXISTENCE

by Tom Day

Two exhibits at the Smithsonian in Washington, D.C. are educating the public about the probable existence of extra-terrestrial intelligent life. Both are persuasive. Both lead a person who has given no thought to the ETI question toward the belief that intelligent, rational people who *have* pondered the question are generally agreed that there probably is life out there, including intelligent life. Both exhibits are housed in the National Air and Space Museum on the mall between the Washington Monument and the Capitol. Neither mentions UFOs.

Located on the first floor, "Life in the Universe" is a walk-through series of movies, static displays, and buttons to push. One movie illustrates a theory of the formation of planets in our solar system. The narrator rhetorically asks "If our planets formed this way, has this happened on other similar stars? Do they have planets that can support life?" On video-tape, TV chef Julia Child explains how building blocks of life were floating around in the primordial soup when lightning flashes frightened them one day to come together into underwater study cells. Well, she doesn't say it *quite* that way, but she does maintain a somewhat flippant air throughout her presentation. At the exhibit's end, a model of Star Trek's "Enterprise" hangs from the ceiling and a mural shows humanoids with big heads in a futuristic urban setting.

The "Albert Einstein Spacearium" on the second floor is a sit-down affair. The museum's brochure says it is "sky and space simulations (planetarium)", and indeed there are reclined seats in a circular theater where a presentation is projected on a domed ceiling. But similarities to other planetaria don't go much further than that. The script is persuasive, rather than informative. Opening statement, conclusion, and everything in between attempt to convince the audience that it would be presumptuous to assume that earth is the only planet with intelligent life.

When the first of these exhibits opened, the *Washington Post* reported "It marks one of the first times that a federally financed organization has seriously entertained the notion of intelligent life in outer space." (Sept. 23, 1974, page B1). Deputy director of the museum, Melvin Zisfein, denied that the "Life in the Universe" exhibit was evidence of a policy shift. When asked about the exclusion of the subject of UFOs, the exhibit's curator, Alexis "Dusty" Dorster III, replied "We did indeed consider it, but there isn't enough scientific evidence to say yes or no about it."

There is a shop in the museum selling postcards, souvenirs, and other items. The extensive book section stocks lots of Klass, some Sagan, and No Hynek, Blum, or Fuller.

Whether by design or accident, the National Air and Space Museum is promoting public acceptance of the probability of there being extra-terrestrial intelligences.

PHOTOGRAPHS — I will pay \$50 for certain UFO photographs. Only collectors owning numerous rare and unpublished photos are invited to write: Jan Eric Herr, 6250 1/2 Stanley Ave., San Diego, Calif. 92115, U.S.A.
