

UNACKNOWLEDGED

crash. Perhaps she felt that this subject was benign enough to announce to the world (hell hath no fury like a woman scorned) without getting the president in trouble.

Perhaps at that juncture, she didn't care.

Thirty-six hours later, she was found dead of a "drug-overdose."

When I shared this information with my friend, Burl Ives, the Academy Award-winning actor, he was not surprised. "Marilyn Monroe and I knew each other very well and I can tell you this: All of us who knew her knew that she had been murdered, but it wasn't until today that I finally knew why."

DOCUMENT 1: CIA Wiretap of Marilyn Monroe (retyped)

TOP SECRET

NOT FOR PUBLICATION

| | | | |
|---------|----------------|------------|----------------------|
| COUNTRY | New York, US | REPORT NO. | ████████████████████ |
| SUBJECT | Marilyn Monroe | DATE | 3 August 1962 |
| | | NO PAGES | ██████████ |
| | | Reference | Moon Dust Project 46 |

Wiretap of telephone conversation between reporter [Dorothy Kilgallen] and her close friend [Howard Rothberg] (A) from wiretap of telephone conversation of Marilyn Monroe and Attorney General Robert Kennedy (B) Appraisal of Content:

1. Rothberg discussed the apparent comeback of subject with Kilgallen and the break up with the Kennedys. Rothberg told Kilgallen that she was attending Hollywood parties hosted by the "inner circle" among Hollywood's elite and was becoming the talk of the town again. Rothberg indicated in so many words, that she had secrets to tell, no doubt arising from her trysts with the President and the Attorney General. One such secret mentions the visit by the President at a secret air base for the purpose of inspecting things from outer space. Kilgallen replied that she

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DOCUMENT 2: CIA Wiretap of Marilyn Monroe (original)

TOP SECRET NOT FOR PUBLICATION

COUNTRY: New York, US
SUBJECT: Marilyn Monroe

REPORT NO. [REDACTED]
DATE: 3 August 1962
NO. PAGES: [REDACTED]
REFERENCE: ROOM DUST Project 44

3 August 1962

TOP SECRET

Wiretap of telephone conversation between reporter Dorothy Kilgallen and her close friend, Howard Rothberg (A); from wiretap of telephone conversation of Marilyn Monroe and Attorney General Robert Kennedy (B). Summary of Contents:

1. Rothberg discussed the apparent break-up of subject with Kilgallen and the break up with the Kennedys. Rothberg told Kilgallen that she was attending Hollywood parties hosted by the "inner circle" among Hollywood's elite and was becoming the talk of the town again. Rothberg indicated in so many words, that she had secrets to tell, no doubt arising from her trysts with the President and the Attorney General. One such "secret" mentions the visit by the President at a secret air base for the purpose of inspecting things from outer space. Kilgallen replied that she knew what might be the source of visit. In the mid-fifties Kilgallen learned of secret effort by US and UK governments to identify the origins of crashed spacecraft and dead bodies, from a British government official. Kilgallen believed the story may have come from the New York Times in the late forties. Kilgallen said "but if the story is true, it would cause terrible embarrassment to Jack and his plans to have NASA put men on the moon."
2. Subject repeatedly called the Attorney General and complained about the way she was being ignored by the President and his brother.
3. Subject threatened to hold a press conference and would tell all.
4. Subject made reference to "bases" in Cuba and knew of the President's plan to (kill Castro).
5. Subject made reference to her "diary of secrets" and what the newspapers would do with such disclosures.

TOP SECRET

100-124-12

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{ Note distribution to : COSMIC Ops and MAJI Ops. SG }

28 JULY 1991.
0900 HRS.

MEMORANDUM FOR RECORD.

FROM: NRO/CENTRAL SECURITY SERVICE. PAGE ONE OF THREE.

STATUS: CLASSIFIED/RESTRICTED.

SUBJECT: SPECIAL SECURITY ADVISORY/BLUE FIRE.

ATTENTION: Commanders Net.

ROYAL Ops.
COSMIC Ops.
MAJ Ops.
MAJI Ops.
COMINT Ops.
COMSEC Ops.
ELINT Ops.
HUMINT Ops.
AFOSI Nellis Div.
26th, 64th, 65th, 527th,
- and 5021st T.O. Aggressor Sqdn. Cmndrs.
57th F.W. Cmndr.
552nd T.O.F. Cmndr.
554th O.S.W. Cmndr.
554th C.S.S. Cmndr.
4440th T.F.T.G. Cmndr.
4450th T.G. Cmndr.
4477th TES-R.E. Cmndr.
37th F.W. Cmndr.
Red Flag MOC.
Dart East MOC.
Dart South MOC.
Bahute Mesa MOC.
Sally Corridor MOC.
Groom Lake MOC.
Dreamland MOC.
Ground Star MOC.
Blackjack Team
Roulette Team
Aqua Tech SOG.
Sea Spray SOG.

U.S.A.P.s

BASES

Sec. Div.

APPENDIX

| | |
|---|---------|
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APPENDIX 1—List of Witnesses

| Witness Names | Page(s) of Testimony |
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| A.H. (anonymous)—Boeing Aircraft Company | 21-22; 46-47; 59-61; 222-223 |
| Arneson, Dwyne—Lt. Colonel, U.S. Air Force | 187-189 |
| B. (Dr.)—Scientist and engineer who worked on top-secret projects | 50-53 |
| Bethune, Graham—Navy commander pilot | 38-43 |
| Brown, Charles—Lieutenant Colonel, <i>Project Grudge</i> | 27-29; 70-73 |
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| Dedrickson, Ross—Colonel, U.S. Air Force | 189-190 |
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| Filer, George A.—Major, Air Force Intelligence Officer | 113-115; 181-183 |
| Hare, Donna—NASA contractor—Philco Ford | 205-207 |
| Hill-Norton (Lord)—former Head of the British Ministry of Defense | 148-150 |
| Jacobs, Robert—Professor and Lieutenant in the U.S. Air Force | 183-187 |
| Maynard, John—Defense Intelligence Agency | 84-87; 202-203 |

| Witness Names | Page(s) of Testimony |
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| McDow, Merle Shane—U.S. Navy Atlantic Command | 190-196 |
| Mitchell, Edgar—Apollo Astronaut | 201-202 |
| Morris, Dan—Master Sergeant, NRO Operative/ Cosmic Clearance | 6-8; 15; 33-35; 69-70; 167 |
| Pawelec, William John—U.S. Air Force, Computer Operations and Programming Specialist | 91-99; 169-173 |
| Phillips, Don—U.S. Air Force and contractor at Lockheed Skunkworks and the CIA | 35-38; 47-48; 202; 226 |
| Pope, Nick—British Ministry of Defense | 129-131 |
| Rosin, Carol—Fairchild Industries and spokesperson for Wernher von Braun | 270-272 |
| Salas, Robert—Captain, U.S. Air Force | 179-180 |
| Schratt, Michael—Military Aerospace Historian | 118 |
| Sheehan, Daniel—Attorney | 106-108; 150-156 |
| Smith, Michael—U.S. Air Force Radar Controller | 125 |
| Stone, Clifford—Sergeant, U.S. Army Retrieval Unit | 8-9; 30-33; 125-129; 167-169; 223-226 |
| W.H.—U.S. Air Force Tech Sergeant | 87-90 |
| Warren, Larry—Security officer, Bentwaters Air Force Base, U.K. | 131-147 |
| Weygandt, John—Lance Corporal, U.S. Marines | 156-159 |
| Wolfe, Karl W—U.S. Air Force | 203-205 |
| Wood, Robert—McDonnell Douglas Aerospace Engineer | 115-118 |

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PAGE 01 267 0813

15. (U) THIS REPORT FORWARDS INFORMATION CONCERNING THE SIGHTING OF AN UFO IN IRAN ON 19 SEPTEMBER 1976.

NY CCCCC

P 230810Z SEP 76

FM JCS

INFO RUSHC/SECSTATE WASH DC

RUFATIF/C I A

RUFOTAH/NSA WASH DC

RUFADW/WHITE HOUSE WASH DC

RUFFHQA/CSAF WASH DC

RUFNAAA/CNO WASH DC

RUFADHD/CSA WASH DC

P 230630Z SEP 76

FM USDAO TEHRAN

TO RUFKJCS/OIA WASHDC

INFO RUFKUCS/SECDEF DEPSECDEF WASHDC

RUFRAA/COMIDFASTFOR

RUDOECA/CINCUSAFF LINDSEY AS 6E/INCF

RHFRAAB/CINCUSAFF RAMSTEIN AB 6E/INOCN

RUSNAAA/FUDAC VAIHINGEN GER

RUSNAAA/UBCINCEUR VAIHINGEN GER/ECJ-2

RT

C O N F I D E N T I A L 1235 SEP76

THIS IS IR 6 846 0139 76

1. (U) IRAN

2. REPORTED UFO SIGHTING (U)

3. (U) NA

4. (U) 19 & 20 SEP 76

5. (U) TEHRAN, IRAN: 20 SEP 76

6. (U) F-6

17. (U) 6 846 0008 (NOTE NO COMMENTS)

8. (U) 6 846 0139 76

9. (U) 22SEP 76

10. (U) NA

11. (U) *INITIATE* IPSP PT-1440.

12. (U) USDAO, TEHRAN, IRAN

13. (U) FRANK B. MCKENZIE, COL, USAF, DA-T

14. (U) NA

15. (U) THIS REPORT FORWARDS INFORMATION CONCERNING THE SIGHTING OF AN UFO IN IRAN ON 19 SEPTEMBER 1976.

AS AT ABOUT 1230 AM ON 19 SEP 76 THE

RECEIVED FOUR TELEPHONE CALLS FROM CITIZENS LIVING IN THE SHEHIRAN AREA OF TEHRAN SAYING

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APPENDIX 2—Official Government Documents

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| | | |
|----------|--------------|------------------|
| 38 | UNCLASSIFIED | 57 |
| PRIORITY | | |
| CTI | MSG654 | PAGE 02 267 0813 |

HAT THEY HAD SEEN STRANGE OBJECTS IN THE SKY. SOME REPORTED
KIND OF BIRD-LIKE OBJECT WHILE OTHERS REPORTED A HELICOPTER
WITH A LIGHT ON. THERE WERE NO HELICOPTERS AIRBORNE AT THAT
TIME.

AFTER HE TOLD THE CITIZEN IT WAS ONLY
STARS AND HAD TALKED TO MEHRABAD TOWER HE DECIDED TO LOOK FOR
HIMSELF. HE NOTICED AN OBJECT IN THE SKY SIMILAR TO A STAR
BIGGER AND BRIGHTER. HE DECIDED TO SCRAMBLE AN F-4 FROM
SHAHROKHI AFB TO INVESTIGATE.

AT 0130 HRS ON THE 19TH THE F-4 TOOK OFF AND PROCEEDED
TO A POINT ABOUT 40 NM NORTH OF TEHRAN. DUE TO ITS BRILLIANCE
THE OBJECT WAS EASILY VISIBLE FROM 70 MILES AWAY.
AS THE F-4 APPROACHED A RANGE OF 25 NM HE LOST ALL INSTRUMENTATION
AND COMMUNICATIONS (UHF AND INTERCOM). HE BROKE OFF THE
INTERCEPT AND HEADED BACK TO SHAHROKHI. WHEN THE F-4 TURNED
AWAY FROM THE OBJECT AND APPARENTLY WAS NO LONGER A THREAT
TO IT THE AIRCRAFT REGAINED ALL INSTRUMENTATION AND COM-
MUNICATIONS. AT 0140 HRS A SECOND F-4 WAS LAUNCHED. THE
BACKSEATER ACQUIRED A RADAR LOCK ON AT 27 NM. 12 O'CLOCK
HIGH POSITION WITH THE VC (RATE OF CLOSURE) AT 150 NM/HR.
AS THE RANGE DECREASED TO 25 NM THE OBJECT MOVED AWAY AT A
SPEED THAT WAS VISIBLE ON THE RADAR SCOPE AND STAYED AT 25NM
C. THE SIZE OF THE RADAR RETURN WAS COMPARABLE TO THAT OF
A 707 TANKER. THE VISUAL SIZE OF THE OBJECT WAS DIFFICULT
TO DISCERN BECAUSE OF ITS INTENSE BRILLIANCE. THE
LIGHT THAT IT GAVE OFF WAS THAT OF FLASHING STROBE LIGHTS
ARRANGED IN A RECTANGULAR PATTERN AND ALTERNATING BLUE-GREEN,
RED AND ORANGE IN COLOR. THE SEQUENCE OF THE LIGHTS WAS SO
FAST THAT ALL THE COLORS COULD BE SEEN AT ONCE. THE OBJECT
AND THE PURSUING F-4 CONTINUED ON A COURSE TO THE SOUTH OF
TEHRAN WHEN ANOTHER BRIGHTLY LIGHTED OBJECT, ESTIMATED TO BE
ONE HALF TO ONE THIRD THE APPARENT SIZE OF THE MOON, CAME
OUT OF THE ORIGINAL OBJECT. THIS SECOND OBJECT HEADED STRAIGHT
TOWARD THE F-4 AT A VERY FAST RATE OF SPEED. THE PILOT
ATTEMPTED TO FIRE AN AIM-9 MISSILE AT THE OBJECT BUT AT THAT
INSTANT HIS WEAPONS CONTROL PANEL WENT OFF AND HE LOST ALL
COMMUNICATIONS (UHF AND INTERPHONE). AT THIS POINT THE PILOT
INITIATED A TURN AND NEGATIVE G DIVE TO GET AWAY. AS HE
TURNED THE OBJECT FELL IN TRAIL AT WHAT APPEARED TO BE ABOUT
3-4 NM. AS HE CONTINUED IN HIS TURN AWAY FROM THE PRIMARY
OBJECT THE SECOND OBJECT WENT TO THE INSIDE OF HIS TURN THEN
RETURNED TO THE PRIMARY OBJECT FOR A PERFECT REJOIN.

D. SHORTLY AFTER THE SECOND OBJECT JOINED UP WITH THE
PRIMARY OBJECT ANOTHER OBJECT APPEARED TO COME OUT OF THE

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UNACKNOWLEDGED

APPENDIX 2—Official Government Documents; 1976

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PRIORITY

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OTHER SIDE OF THE PRIMARY OBJECT GOING STRAIGHT DOWN. AT A GREAT RATE OF SPEED, THE F-4 CREW HAD REGAINED COMMUNICATIONS AND THE WEAPONS CONTROL PANEL AND WATCHED THE OBJECT APPROACH THE GROUND ANTICIPATING A LARGE EXPLOSION. THIS OBJECT APPEARED TO COME TO REST GENTLY ON THE EARTH AND CAST A VERY BRIGHT LIGHT OVER AN AREA OF ABOUT 2-3 KILOMETERS. THE CREW DESCENDED FROM THEIR ALTITUDE OF 26M TO 15M AND CONTINUED TO OBSERVE AND MARK THE OBJECT'S POSITION. THEY HAD SOME DIFFICULTY IN ADJUSTING THEIR NIGHT VISIBILITY FOR LANDING SO AFTER ORBITING MEHRABAD A FEW TIMES THEY WENT OUT FOR A STRAIGHT IN LANDING. THERE WAS A LOT OF INTERFERENCE ON THE UHF AND EACH TIME THEY PASSED THROUGH A MAG. BEARING OF 150 DEGREE FROM EHRABAD THEY LOST THEIR COMMUNICATIONS (UHF AND INTERPHONE) AND THE INS FLUCTUATED FROM 30 DEGREES - 50 DEGREES. THE ONE CIVIL AIRLINER THAT WAS APPROACHING MEHRABAD DURING THIS SAME TIME EXPERIENCED COMMUNICATIONS FAILURE IN THE SAME VICINITY (KTLO ZULU) BUT DID NOT REPORT SEEING ANYTHING. WHILE THE F-4 WAS ON A LONG FINAL APPROACH THE CREW NOTICED ANOTHER CYLINDER SHAPED OBJECT (ABOUT THE SIZE OF A T-BIRD AT 10M) WITH BRIGHT STEADY LIGHTS ON EACH END AND A FLASHER IN THE MIDDLE. WHEN QUERIED THE TOWER STATED THERE WAS NO OTHER KNOWN TRAFFIC IN THE AREA. DURING THE TIME THAT THE OBJECT PASSED OVER THE F-4 THE TOWER DID NOT HAVE A VISUAL ON IT BUT PICKED IT UP AFTER THE PILOT TOLD THEM TO LOOK BETWEEN THE MOUNTAINS AND THE REFINERY.

E. DURING DAYLIGHT THE F-4 CREW WAS TAKEN OUT TO THE AREA IN A HELICOPTER WHERE THE OBJECT APPARENTLY HAD LANDED. NOTHING WAS NOTICED AT THE SPOT WHERE THEY THOUGHT THE OBJECT LANDED (A DRY LAKE BED) BUT AS THEY CIRCLED OFF TO THE WEST OF THE AREA THEY PICKED UP A VERY NOTICEABLE BEEPER SIGNAL. AT THE POINT WHERE THE RETURN WAS THE LOUDEST WAS A SMALL HOUSE WITH A GARDEN. THEY LANDED AND ASKED THE PEOPLE WITHIN IF THEY HAD NOTICED ANYTHING STRANGE LAST NIGHT. THE PEOPLE TALKED ABOUT A LOUD NOISE AND A VERY BRIGHT LIGHT (LIKE LIGHTENING). THE AIRCRAFT AND AREA WHERE THE OBJECT IS BELIEVED TO HAVE LANDED ARE BEING CHECKED FOR POSSIBLE RADIATION

MORE INFORMATION WILL BE FORWARDED WHEN IT BECOMES AVAILABLE.

RT

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PICCYUW RUFKJCS9712.2670810:0130-CCCC 2670814

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APPENDIX 3—Report of UFO Sighting in Iran; 1976

Page 1

| DEPARTMENT OF DEFENSE | |
|--|--------|
| JOINT CHIEFS OF STAFF | |
| MESSAGE CENTER | |
| PAGE 2 | 001083 |
| 12. (U) USDAO, TEHRAN, IRAN | 12843 |
| 13. (U) FRANK B. MCKENZIE, COL, USAF, DATT | |
| 14. (U) NA | |
| 15. [REDACTED] THIS REPORT FORWARDS INFORMATION CONCERNING THE SIGHTING OF AN UFO IN IRAN ON 19 SEPTEMBER 1976. | |
| A. AT ABOUT 1230 AM ON 19 SEP 76 THE IMPERIAL IRANIAN AIR FORCE (IIAF) COMMAND POST RECEIVED FOUR TELEPHONE CALLS FROM CITIZENS LIVING IN THE SHENIRAN AREA OF TEHRAN SAYING THAT THEY HAD SEEN STRANGE OBJECTS IN THE SKY. SOME REPORTED A KIND OF BIRD-LIKE OBJECT WHILE OTHERS REPORTED A HELICOPTER WITH A LIGHT ON. THERE WERE NO HELICOPTERS AIRBORNE AT THAT TIME. THE COMMAND POST CALLED BG YOUSEFI, ASSISTANT DEPUTY COMMANDER OF OPERATIONS, AFTER HE TOLD THE CITIZEN IT WAS ONLY STARS AND HAD TALKED TO MEMRABAD TOWER HE DECIDED TO LOOK FOR HIMSELF. HE NOTICED AN OBJECT IN THE SKY SIMILAR TO A STAR BIGGER AND BRIGHTER. HE DECIDED TO SCRAMBLE AN F-4 FROM SHAHROKHI AFB TO INVESTIGATE. | |
| B. AT 0138 HRS ON THE 19TH THE F-4 TOOK OFF AND PROCEEDED TO A POINT ABOUT 40 NM NORTH OF TEHRAN, DUE TO ITS BRILLIANCE THE OBJECT WAS EASILY VISIBLE FROM 70 MILES AWAY. AS THE F-4 APPROACHED A RANGE OF 25 NM HE LOST ALL INSTRUMENTATION AND COMMUNICATIONS (UHF AND INTERCOM). HE BROKE OFF THE INTERCEPT AND HEADED BACK TO SHAHROKHI. WHEN THE F-4 TURNED AWAY FROM THE OBJECT AND APPARENTLY WAS NO LONGER A THREAT TO IT THE AIRCRAFT REGAINED ALL INSTRUMENTATION AND COMMUNICATIONS. AT 0148 HRS A SECOND F-4 WAS LAUNCHED. THE BACKSEATER ACQUIRED A RADAR LOCK ON AT 27 NM, 12 O'CLOCK HIGH POSITION WITH THE VC (RATE OF CLOSURE) AT 150 NM/HR. AS THE RANGE DECREASED TO 25 NM THE OBJECT MOVED AWAY AT A SPEED THAT WAS VISIBLE ON THE RADAR SCOPE AND STAYED AT 25NM. | |
| C. THE SIZE OF THE RADAR RETURN WAS COMPARABLE TO THAT OF A 707 JET. THE VISUAL SIZE OF THE OBJECT WAS DIFFICULT TO DISCERN BECAUSE OF ITS INTENSE BRILLIANCE. THE LIGHT THAT IT GAVE OFF WAS THAT OF FLASHING STROBE LIGHTS ARRANGED IN A RECTANGULAR PATTERN AND ALTERNATING BLUE, GREEN, RED AND ORANGE IN COLOR. THE SEQUENCE OF THE LIGHTS WAS SO FAST THAT ALL THE COLORS COULD BE SEEN AT ONCE. THE OBJECT AND THE PURSUING F-4 CONTINUED ON A COURSE TO THE SOUTH OF TEHRAN WHEN ANOTHER BRIGHTLY LIGHTED OBJECT, ESTIMATED TO BE ONE HALF TO ONE THIRD THE APPARENT SIZE OF THE MOON, CAME OUT OF THE ORIGINAL OBJECT. THIS SECOND OBJECT HEADED STRAIGHT TOWARD THE F-4 AT A VERY FAST RATE OF SPEED. THE PILOT ATTEMPTED TO FIRE AN AIM-9 MISSILE AT THE OBJECT BUT AT THAT | |
| PAGE 2 | 001101 |

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APPENDIX 3—Report of UFO Sighting in Iran; 1976

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001084

DEPARTMENT OF DEFENSE

JOINT CHIEFS OF STAFF

MESSAGE CENTER

PAGE 3

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INSTANT HIS WEAPONS CONTROL PANEL WENT OFF AND HE LOST ALL COMMUNICATIONS (UHF AND INTERPHONE). AT THIS POINT THE PILOT INITIATED A TURN AND NEGATIVE G DIVE TO GET AWAY, AS HE TURNED THE OBJECT FELL IN TRAIL AT WHAT APPEARED TO BE ABOUT 3-4 NM, AS HE CONTINUED IN HIS TURN AWAY FROM THE PRIMARY OBJECT THE SECOND OBJECT WENT TO THE INSIDE OF HIS TURN THEN RETURNED TO THE PRIMARY OBJECT FOR A PERFECT REJOIN.

D. SHORTLY AFTER THE SECOND OBJECT JOINED UP WITH THE PRIMARY OBJECT ANOTHER OBJECT APPEARED TO COME OUT OF THE OTHER SIDE OF THE PRIMARY OBJECT GOING STRAIGHT DOWN, AT A GREAT RATE OF SPEED, THE F-4 CREW HAD REGAINED COMMUNICATIONS AND THE WEAPONS CONTROL PANEL AND WATCHED THE OBJECT APPROACH THE GROUND ANTICIPATING A LARGE EXPLOSION, THIS OBJECT APPEARED TO COME TO REST GENTLY ON THE EARTH AND CAST A VERY BRIGHT LIGHT OVER AN AREA OF ABOUT 2-3 KILOMETERS, THE CREW DESCENDED FROM THEIR ALTITUDE OF 26M TO 15M AND CONTINUED TO OBSERVE AND MARK THE OBJECT'S POSITION, THEY HAD SOME DIFFICULTY IN ADJUSTING THEIR NIGHT VISIBILITY FOR LANDING SO AFTER ORBITING MEHRABAD A FEW TIMES THEY WENT OUT FOR A STRAIGHT IN LANDING, THERE WAS A LOT OF INTERFERENCE ON THE UHF AND EACH TIME THEY PASSED THROUGH A MAG, BEARING OF 150 DEGREE FROM MEHRABAD THEY LOST THEIR COMMUNICATIONS (UHF AND INTERPHONE) AND THE INS FLUCTUATED FROM 38 DEGREES - 50 DEGREES THE ONE CIVIL AIRLINER THAT WAS APPROACHING MEHRABAD DURING THIS SAME TIME EXPERIENCED COMMUNICATIONS FAILURE IN THE SAME VICINITY (KIC0 ZULU) BUT DID NOT REPORT SEEING ANYTHING, WHILE THE F-4 WAS ON A LONG FINAL APPROACH THE CREW NOTICED ANOTHER CYLINDER SHAPED OBJECT (ABOUT THE SIZE OF A T-BIRD AT 10M) WITH BRIGHT STEADY LIGHTS ON EACH END AND A FLASHER IN THE MIDDLE, WHEN QUERIED THE TOWER STATED THERE WAS NO OTHER KNOWN TRAFFIC IN THE AREA, DURING THE TIME THAT THE OBJECT PASSED OVER THE F-4 THE TOWER DID NOT HAVE A VISUAL ON IT BUT PICKED IT UP AFTER THE PILOT TOLD THEM TO LOOK BETWEEN THE MOUNTAINS AND THE REFINERY.

E. DURING DAYLIGHT THE F-4 CREW WAS TAKEN OUT TO THE AREA IN A HELICOPTER WHERE THE OBJECT APPARENTLY HAD LANDED, NOTHING WAS NOTICED AT THE SPOT WHERE THEY THOUGHT THE OBJECT LANDED (A DRY LAKE BED) BUT AS THEY CIRCLED OFF TO THE WEST OF THE AREA THEY PICKED UP A VERY NOTICEABLE BEEPER SIGNAL, AT THE POINT WHERE THE RETURN WAS THE LOUDEST WAS A SMALL HOUSE WITH A GARDEN, THEY LANDED AND ASKED THE PEOPLE WITHIN IF THEY HAD NOTICED ANYTHING STRANGE LAST NIGHT, THE PEOPLE TALKED ABOUT A LOUD NOISE AND A VERY BRIGHT LIGHT LIKE LIGHTNING, THE AIRCRAFT AND AREA WHERE THE OBJECT IS BELIEVED TO HAVE LANDED ARE BEING CHECKED FOR POSSIBLE RADIATION, NO COMMENTS: [REDACTED] ACTUAL INFORMATION CONTAINED IN THIS REPORT WAS OBTAINED FROM SOURCE IN CONVERSATION WITH A SUB-SOURCE, AND IIAF PILOT OF ONE OF THE F-4s, MORE INFORMATION WILL BE FORWARDED WHEN IT BECOMES AVAILABLE.

BT

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APPENDIX 4—U.S. Naval Air Station Report; 1951

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FLEET LOGISTIC AIR WING, ATLANTIC/CONTINENTAL
AIR TRANSPORT SQUADRON ONE
U. S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

10 February 1951

UNCLASSIFIED

MEMORANDUM REPORT to Commanding Officer, Air Transport Squadron ONE

Subject: Report of Unusual Sighting on Flight 125/9 February 1951

1. Graham E. BETHUNE, was Co-Pilot on Flight 125 from Keflavik, Iceland to Naval Air Station, Argentina on the 10th of February 1951. At 0055Z (GMT) and observed the following object:

SIGHTED While flying in the left seat at 10,000 feet on a true course of 230 degrees at a position of 49-50 North 50-03 West, I observed a glow of light below the horizon about 1,000 to 1,500 feet above the water. Its bearing was about 230° Clock. There was no overcast; there was a thin transparent group of clouds at about 2,000 feet altitude. After examining the object for 40 to 50 seconds I called it to the attention of Lieutenant KINGDON in the right hand seat. It was under the thin clouds at roughly 30 to 40 miles away. I asked "What is it, a ship lighted up or a city, I know it can't be a city because we are over 250 miles out". We both observed its course and motion for about 4 or 5 minutes before calling it to the attention of the other crew members. Its first glow was a dull yellow. We were on an intercepting course. Suddenly its angle of attack changed, its altitude and size increased as though its speed was in excess of 1,000 miles per hour. It closed in so fast that the first feeling was we would collide in mid air. At this time its angle changed and the color changed. It then was definitely circular and redish orange on its perimeter. It reversed its course and tripled its speed until it was last seen disappearing over the horizon. Because of our altitude and misleading distance over water it is almost impossible to estimate its size, distance and speed. A rough estimate would be at least 300 feet in diameter, over 1,000 miles per hour in speed and approached within 5 miles of the aircraft.

(500 FEET)

/s/ Graham E. BETHUNE
LT, U. S. Naval Reserve.

ENCLOSURE (4)

UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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APPENDIX 5—Department of Transportation—Canada

W. B. Smith Document

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| TOP SECRET | | CONFIDENTIAL | |
|--|---------------|--------------|--|
| DEPARTMENT OF TRANSPORT | | | |
| INTRA-DEPARTMENTAL CORRESPONDENCE | | | |
| OTTAWA, Ontario, November 21, 1950. | | | |
| PLACE DATE | | | |
| YOUR FILE | SUBJECT | OUR FILE | |
| | Geo-Magnetics | (R.ST.) | |
| <p><u>MEMORANDUM TO THE CONTROLLER OF TELECOMMUNICATIONS:</u></p> <p>For the past several years we have been engaged in the study of various aspects of radio wave propagation. The vagaries of this phenomenon have led us into the fields of aurora, cosmic radiation, atmospheric radio-activity and geo-magnetism. In the case of geo-magnetics our investigations have contributed little to our knowledge of radio wave propagation as yet, but nevertheless have indicated several avenues of investigation which may well be explored with profit. For example, we are on the track of a means whereby the potential energy of the earth's magnetic field may be abstracted and used.</p> <p>On the basis of theoretical considerations a small and very crude experimental unit was constructed approximately a year ago and tested in our Standards Laboratory. The tests were essentially successful in that sufficient energy was abstracted from the earth's field to operate a voltmeter, approximately 50 milliwatts. Although this unit was far from being self-sustaining, it nevertheless demonstrated the soundness of the basic principles in a qualitative manner and provided useful data for the design of a better unit.</p> <p>The design has now been completed for a unit which should be self-sustaining and in addition provide a small surplus of power. Such a unit, in addition to functioning as a 'pilot power plant' should be large enough to permit the study of the various reaction forces which are expected to develop.</p> <p>We believe that we are on the track of something which may well prove to be the introduction to a new technology. The existence of a different technology is borne out by the investigations which are being carried on at the present time in relation to flying saucers.</p> <p>While in Washington attending the NARS Conference, two books</p> | | | |

*See MEMO to Controller
15/11/50 CR*

APPENDIX 5—Department of Transportation—Canada

W. B. Smith Document

Page 2

...and the other "The Flying Saucers are Real" by Frank Scully, and the other "The Flying Saucers are Real" by Donald Keyhoe. Both books dealt mostly with the sightings of unidentified objects and both books claim that flying objects were of extra-terrestrial origin and might well be space ships from another planet. Scully claimed that the preliminary studies of one saucer which fell into the hands of the United States Government indicated that they operated on some hitherto unknown magnetic principles. It appeared to me that our own work in geo-magnetics might well be the linkage between our technology and the technology by which the saucers are designed and operated. If it is assumed that our geo-magnetic investigations are in the right direction, the theory of operation of the saucers becomes quite straightforward, with all observed features explained qualitatively and quantitatively. (2) 55
309

I made discreet enquiries through the Canadian Embassy staff in Washington who were able to obtain for me the following information:

- a. The matter is the most highly classified subject in the United States Government, rating higher even than the H-bomb.
- b. Flying saucers exist.
- c. Their modus operandi is unknown but concentrated effort is being made by a small group headed by Doctor Vannevar Bush.
- d. The entire matter is considered by the United States authorities to be of tremendous significance.

I was further informed that the United States authorities are investigating along quite a number of lines which might possibly be related to the saucers such as mental phenomena and I gather that they are not doing too well since they indicated that if Canada is doing anything at all in geo-magnetics they would welcome a discussion with suitably accredited Canadians.

While I am not yet in a position to say that we have solved even the first problems in geo-magnetic energy release, I feel that the correlation between our basic theory and the available information on saucers checks too closely to be more coincidence. It is my honest opinion that we are on the right track and are fairly close to at least some of the answers.

Mr. Wright, Defence Research Board liaison officer at the Canadian Embassy in Washington, was extremely anxious for me to get in touch with Doctor Solandt, Chairman of the Defence Research Board, to discuss with him future investigations along the line of geo-magnetic energy release. I do not feel that we have as yet sufficient data to place before Defence Research Board which would enable a program to be initiated within that organization, but I do feel that further research is necessary and I would prefer to see it done within the frame work of our own organization with, of course, full co-operation and exchange of information with other interested bodies.

I discussed this matter fully with Doctor Solandt, Chairman of Defence Research Board, on November 20th and placed before him as much information as I have been able to gather to date. Doctor Solandt agreed that work on geo-magnetic energy should go forward as rapidly as possible

UNACKNOWLEDGED

APPENDIX 5—Department of Transportation—Canada

W. B. Smith Document

Page 3

(3)

300 and offered full co-operation of his board in providing laboratory facilities, acquisition of necessary items of equipment, and specialized personnel for incidental work in the project. I indicated to Doctor Solenst that we would prefer to keep the project within the Department of Transport for the time being until we have obtained sufficient information to permit a complete assessment of the value of the work.

It is therefore recommended that a PROJECT be set up within the frame work of this Section to study this problem and that the work be carried on a part time basis until such time as sufficient tangible results can be seen to warrant more definitive action. Cost of the program in its initial stages are expected to be less than a few hundred dollars and can be carried by our Radio Standards Lab appropriation.

Attached hereto is a draft of terms of reference for such a project which, if authorized, will enable us to proceed with this research work within our own organization.

D.M.A.

Concurs

22/11/50

WLS/cc

W.B. Smith

(W.B. Smith)
Senior Radio Engineer

With it & keep posted
1 min to time *G.P. Edwards* *2/12/50*

**APPENDIX 6—U.S. Department of Transportation/
Federal Aviation Administration; Japan Airlines**
Page 1



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Anchorage ARTCC
5400 Davis Hwy.
Anchorage, Alaska

Subject: **INFORMATION:** Transcription concerning the
incident involving Japan Airlines Flight 1628
on November 18, 1986 at approximately 0218 UTC.

Date: January 9, 198

From: Quentin J. Gates
Air Traffic Manager,
ANC ARTCC

Reply to
Attn. of:

To: This transcription covers the time period from November 18, 1986, 0214 UTC to
November 18, 1986, 0259 UTC.


Agencies Making Transmissions

Abbreviations

Japan Airlines Flight 1628
Anchorage ARTCC Combined Sector R/D15
Anchorage ARTCC Sector D15
Anchorage ARTCC Sector R15
Regional Operations Command Center
United Airlines Flight 69
TOTEM71
Fairbanks Approach Control

JL1628
R/D15
D15
R15
ROCC
UA69
TOTEM
APCH

I hereby certify that the following is a true transcription of the recorded
conversations pertaining to the subject incident:


Anthony M. Wylie
Quality Assurance Specialist
Anchorage ARTCC

Unidentified Traffic Sighting
by Japan Airlines Flight 1628
November 18, 1986
ANC ARTCC

DRAFT

UNACKNOWLEDGED

APPENDIX 6—U.S. Department of Transportation/
Federal Aviation Administration; Japan Airlines
Page 2



U.S. Department
of Transportation
Federal Aviation
Administration

Memorandum

Subject: INFORMATION: Unidentified Traffic Sighting
by Japan Airlines

Date: DEC 18 1986

From: Air Traffic Manager, Anchorage ARTCC, ZAN-1

Reply to
Attn. of:

To: Manager, Air Traffic Division, AAL-500
ATTN: Evaluation Specialist, AAL-514

The attached chronology summarizes the communications and actions of Japan Airlines Flight 1628 on November 18, 1986.

Radar data recorded by Anchorage Center does not confirm the presence of the traffic reported by Flight 1628. No further information has been received from civil or military sources since the date of the sightings.

Major Johnson of the Elmendorf Regional Operations Command Center (ROCC) is checking their records and the operations personnel for further details. He will forward any additional information to Anchorage Center as soon as possible.

Should you have any questions or need additional information, contact Tony Wylie, Quality Assurance Specialist, 269-1162.

Original signed by

Quentin J. Gates

Attachment

DRAFT

Unidentified Traffic Sighting
by Japan Airlines Flight 1628
November 18, 1986
ANC ARTCC

DRAFT

APPENDIX 6—U.S. Department of Transportation/ Federal Aviation Administration; Japan Airlines Page 3

The following is a chronological summary of the alleged aircraft sightings by Japan Airlines Flight 1628, on November 18, 1986:

All times listed are approximate UTC unless otherwise specified.

- 0219 - The pilot of JLL628 requested traffic information from the ZAN Sector 15 controller. When the controller advised there was no traffic in the vicinity, JLL628 responded that they had same direction traffic, approximately 1 mile in front, and it appeared to be at their altitude. When queried about any identifiable markings, the pilot responded that they could only see white and yellow strobes.
- 0225 - JLL628 informed ZAN that the traffic was now visible on their radar, in their 11 o'clock position at 8 miles.
- 0228 - ZAN contacted the Military Regional Operations Control Center, (ROCC), and asked if they were receiving any radar returns near the position of JLL628. The ROCC advised that they were receiving a primary radar return in JLL628's 10 o'clock position at 8 miles.
- 0227 - The ROCC contacted ZAN to advise they were no longer receiving any radar returns in the vicinity of JLL628.
- 0231 - JLL628 advised that the "plane" was "quite big", at which time the ZAN controller approved any course deviations needed to avoid the traffic.
- 0232 - JLL628 requested and received a descent from FL350 to FL310. When asked if the traffic was descending also, the pilot stated it was descending "in formation".
- 0235 - JLL628 requested and received a heading change to two one zero. The aircraft was now in the vicinity of Fairbanks and ZAN contacted Fairbanks Approach Control asking if they had any radar returns near JLL628's position. The Fairbanks Controller advised they did not.
- 0236 - JLL628 was issued a 360 degree turn and asked to inform ZAN if the traffic stayed with them.
- 0238 - The ROCC called ZAN advising they had confirmed a "flight of two" in JLL628's position. They advised they had some "other equipment watching this", and one was a primary target only.
- 0239 - JLL628 told ZAN they no longer had the traffic in sight.
- 0242 - The ROCC advised it looked as though the traffic had dropped back and to the right of JLL628, however, they were no longer tracking it.
- 0244 - JLL628 advised the traffic was now at 9 o'clock
- 0245 - ZAN issued a 10 degree turn to a northbound United Airlines flight, after pilot concurrence, in an attempt to confirm the traffic.
- 0248 - JLL628 told ZAN the traffic was now at 7 o'clock, 8 miles.
- 0250 - The northbound United Flight advised they had the Japan Airlines flight in sight, against a light background, and could not see any other traffic.
- 0253 - JLL628 advised they no longer had contact with the traffic.

A subsequent review of ANC ARTCC's radar tracking data failed to confirm any targets in close proximity to JLL628.

UNACKNOWLEDGED

APPENDIX 6—U.S. Department of Transportation/
Federal Aviation Administration; Japan Airlines
Page 4

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION

Anchorage Air Route Traffic Control Center

The following is a report concerning the incident to aircraft JLL628 on November 18, 1986 at 0230 UTC.

My name is Carl E. Henley (HC) I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

During the period of 2030 UTC, November 17, 1986, to 0430 UTC, November 18, 1986 I was on duty in the Anchorage ARTCC. I was working the D15 position from 0156 UTC, November 18, 1986 to 0230 UTC, November 18, 1986.

At approximately 0225Z while monitoring JLL628 on Sector 15 radar, the aircraft requested traffic information. I advised no traffic in his vicinity. The aircraft advised he had traffic 12 o'clock same altitude. I asked JLL628 if he would like higher/lower altitude and the pilot replied, negative. I checked with ROCC to see if they had military traffic in the area and to see if they had primary targets in the area. ROCC did have primary target in the same position JLL628 reported. Several times I had single primary returns where JLL628 reported traffic. JLL628 later requested a turn to heading 210°, I approved JLL628 to make deviations as necessary for traffic. The traffic stayed with JLL628 through turns and decent in the vicinity of FAI I requested JLL628 to make a right 360° turn to see if he could identify the aircraft, he lost contact momentarily, at which time I observed a primary target in the 6 o'clock position 5 miles. I then vectored UA69 northbound to FAI from ANC with his approval to see if he could identify the aircraft, he had contact with the JLL628 flight but reported no other traffic, by this time JLL628 had lost contact with the traffic. Also a military C-130 southbound to EDF from EIL advised he had plenty of fuel and would take a look, I vectored him toward the flight and climbed him to FL240, he also had no contact.

Note: I requested JLL628 to identify the type or markings of the aircraft. He could not identify but reported white and yellow strobes. I requested the JLL628 to say flight conditions, he reported clear and no clouds.

Carl E. Henley

November 19, 1986

DRAFT

Steven M. Greer

**APPENDIX 6—U.S. Department of Transportation/
Federal Aviation Administration; Japan Airlines**
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PERSONNEL STATEMENT

**FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center**

January 9, 1987

The following is a report concerning the incident involving aircraft JL1628 north of Fairbanks, Alaska on November 18, 1986 at 0218 UTC.

My name is Samuel J. Rich (SR). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

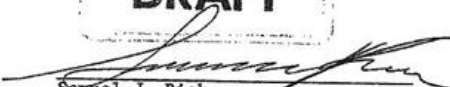
During the period of 0035 UTC, November 18, 1986, to 0835 UTC, November 18, 1986, I was on duty in the Anchorage ARTCC. I was working the D15 position from 0230 UTC, November 18, 1986, to 0530 UTC, November 18, 1986.

I returned from my break at approximately 0218 UTC to relieve Mr. Henley on the sector R/D15 position. In the process of relieving Mr. Henley I heard the pilot of JL1628 ask if we had any traffic near his position. I continued to monitor the position as Mr. Henley was too busy to give me a relief briefing. I monitored the situation for approximately twelve minutes at which time I assumed the D15 position and Mr. Henley moved to the R15 position. During the twelve minute period I heard the JL1628 pilot report the color of the lights were white and yellow. After the radar scale was reduced to approximately twenty miles I observed a radar return in the position the pilot had reported traffic.

After assuming the D15 position I called the ROCC at approximately 0230 UTC to ask if they had any military traffic operating near JL1628. The ROCC said they had no military traffic in the area. I then asked them if they could see any traffic near JL1628. ROCC advised that they had traffic near JL1628 in the same position we did.

I asked ROCC if they had any aircraft to scramble on JL1628, they said they would call back. I received no further communication regarding the request for a scramble.

DRAFT


Samuel J. Rich
Air Traffic Control Specialist
Anchorage ARTCC

UNACKNOWLEDGED

APPENDIX 6—U.S. Department of Transportation/
Federal Aviation Administration; Japan Airlines
Page 6

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 9, 1986

The following is a report concerning the incident to Japan Airlines Flight 1628 (JL1628) North of Fairbanks, Alaska on November 18, 1986 at 0218 UTC.

My name is John L. Aarnink (AA). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska. During the period of 2230 UTC, November 17, 1986 to 0630 November 18, 1986 I was on duty in the Anchorage ARTCC. I was working the C15 position from approximately 0218 UTC, November 18, 1986 to 0250 UTC, November 18, 1986.

I was on my way to take a break when I noticed the unusual activity at the Sector 15 positions. I plugged into the C15 position and assisted them by answering telephone lines, making and taking handoffs and coordinating as necessary. As to the specific incident, I monitored the aircrafts transmissions and observed data on the radar that coincided with information that the pilot of JL1628 reported. I coordinated with the ROCC on the BRAVO and CHARLIE lines. They confirmed they also saw data in the same location. At approximately abeam CAWN intersection, I no longer saw the data and the pilot advised he no longer saw the traffic. I called the ROCC and they advised they had lost the target. I then unplugged from the position and went on a break.



John L. Aarnink
Air Traffic Control Specialist
Anchorage ARTCC

DRAFT

APPENDIX 7—Department of Airforce—1980 Bentwaters Case

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS BENTWATERS CASE (AF 10-111)
APO NEW YORK 09555

001055

13 Jan 81

CD

Unexplained Lights

RAF/CC

1. Early in the morning of 27 Dec 80 (approximately 0300L), two USAF security police patrolmen saw unusual lights outside the back gate at RAF Bentwaters. Thinking an aircraft might have crashed or been forced down, they called for permission to go outside the gate to investigate. The on-duty flight chief responded and allowed three patrolmen to proceed on foot. The individuals reported seeing a strange glowing object in the forest. The object was described as being metallic in appearance and triangular in shape, approximately two to three meters across the base and approximately two meters high. It illuminated the entire forest with a white light. The object itself had a pulsing red light on top and a bank(s) of blue lights underneath. The object was hovering or on legs. As the patrolmen approached the object, it maneuvered through the trees and disappeared. At this time the animals on a nearby farm went into a frenzy. The object was briefly sighted approximately an hour later near the back gate.

2. The next day, three depressions 1 1/2" deep and 7" in diameter were found where the object had been sighted on the ground. The following night (29 Dec 80) the area was checked for radiation. Beta/gamma readings of 0.1 milliroentgens were recorded with peak readings in the three depressions and near the center of the triangle formed by the depressions. A nearby tree had moderate (.05-.07) readings on the side of the tree toward the depressions.

3. Later in the night a red sun-like light was seen through the trees. It moved about and pulsed. At one point it appeared to throw off glowing particles and then broke into five separate white objects and then disappeared. Immediately thereafter, three star-like objects were noticed in the sky, two objects to the north and one to the south, all of which were about 10° off the horizon. The objects moved rapidly in sharp angular movements and displayed red, green and blue lights. The objects to the north appeared to be elliptical through an 8-12 power lens. They then turned to full circles. The objects to the north remained in the sky for an hour or more. The object to the south was visible for two or three hours and beamed down a stream of light from time to time. Numerous individuals, including the undersigned, witnessed the activities in paragraphs 2 and 3.

CHARLES T. HALT, Lt Col, USAF
Deputy Base Commander



Docu 146

UNACKNOWLEDGED

APPENDIX 8—South African Air Force—1989; UFO Crash

Page 1

G.P.S. 001-0004 7000 11-416-1205
DD2700



SOUTH AFRICAN AIR FORCE

CLASSIFIED TOP SECRET - DO NOT DIVULGE

DEPARTMENT OF SPECIAL INVESTIGATIONS AND RESEARCH (DSIR)

DEPARTMENT OF AIR FORCE INTELLIGENCE (DAFI)

DATE: 7 May 1989

SUBJECT: Unidentified Flying Object

CODE NAME: ~~XXXXXXXXXX~~

FILE NUMBER: ~~XXXXXXXXXX~~

DESTINATION: ~~XXXXXXXXXX~~ - Pretoria

DESIGNATED CHANNEL: REQ/TOP SECRET

RESTRICTED ACCESS: Illuminated Mine

PRIORITY CODE: 00

SPECTRUM LOT: R108

- DEFENCE COMPUTER PASS CODE - PROCEED WITH CAUTION

**SOUTH AFRICAN
AIR FORCE**

CONTENTS: Case History
Craft Specifications
Humanoid Specifications
Conclusion

CLASSIFIED TOP SECRET - DO NOT DIVULGE

APPENDIX 8—South African Air Force—1989; UFO Crash

Page 2

During the first week in July I received correspondence from Mr. X which stated that a UFO had crashed in the Kalahari Desert and had been recovered by a team of South African Military personnel to a secret Air Force base. He also informed me that two live alien entities had been found in the craft. The information also stated that a group of American Military personnel had arrived and had taken over the investigation. He stated that he would forward a copy of the Official South African Top Secret document to me but would send it later in a letter which would not contain any details of the sender in case the letter was intercepted. (Slide 2)

A week later I received the document which consisted of five pages and was headed with the South African Air Force crest. Every page of the document was marked Top Secret. (Slide 3)

The story told by the document was as follows:

(Slide 4, 5, 6, 7, 8.

At 1.45pm. on the 7th. May, 1989 a Naval Frigate of the South African navy was at sea when it contacted Naval Headquarters to report an unidentified flying object on their radar scope, heading towards the South African continent in a North Westerly direction at a calculated speed of 5746 nautical miles per hour. This message was acknowledged and confirmed that the object was also being tracked by airborne radar and military ground radar installations.

The object entered South African airspace at 1.52pm. and at this time radio contact was attempted but to no avail. As a result two Mirage jet fighters were scrambled on an intercept course.

At 1.59pm, Squadron leader ----- the pilot of one of the Mirage fighters stated over the intercom that they had radar and visual confirmation of the craft. The order was given to arm and fire the Thor 2 experimental laser canon. This was done.
(Thor 2 is a Top Secret experimental beam weapon)

The Squadron Leader reported several blinding flashes emanating from the object which had started wavering and it started to decrease speed and altitude at the rate of 3000 feet per minute. It eventually crashed at a 25 degree angle into the dessert in Botswana

A recovery team was dispatched to the crash site where it was found that the UFO was embedded in the side of a large crater in the sand. The sand in the vicinity of the object was fused together due to the intense heat. One telescopic leg protruded from the side of the craft as if caused by the impact.

Large recovery helicopters were flown to the site and the first one reaching the scene overflowed the object at a height of 500 feet and immediately stalled and crashed. Five crew members were killed. It was found that vehicles approaching the object also developed engine trouble due to an intense electro magnetic field coming from the object.

UNACKNOWLEDGED

APPENDIX 8—South African Air Force—1989; UFO Crash

Page 3

Eventually a paint like compound was received at the site and painted on the object which appeared to neutralise the magnetic field.

The object was eventually conveyed to an Air Force Base and was taken to the sixth level underground. At this time it was totally intact. Whilst this was going on the American Team from Wright Patterson AFB arrived.

Whilst the recovery team and scientists were mulling over the object their attention was suddenly attracted to a noise from the side of the craft. They noticed that an opening had appeared in the side. It was a doorway but had only opened to a small gap. Attempts were made to open the door but without success so hydraulic pressure gear was used to force the door open.

As soon as the door opened two small alien entities staggered out and were immediately arrested by security personnel present. A makeshift medical holding area was set up. One of the entities appeared to be seriously injured but doctors withdrew when one of them was attacked by one of the aliens. The attacked doctor received severe deep scratches to the face and chest from the claws of the alien. (Slide 8) Arrangements were made for the UFO and the aliens to be transported to Wright Patterson AFB, Dayton Ohio, USA.

The cargo was flown out in two Galaxy C2 Aircraft on the 23rd. June 1989 accompanied by the American Air Force personnel.

As a result of this information a person who will remain unnamed telephoned the South African AFB where the Mirage Fighters had been scrambled. This man was a Private Investigator in America for many years and therefore well versed in speaking American. He asked to be connected to Squadron Leader the conversation went as follows:

Is that Squadron Leader

REPLY Yes.

QUESTION. This is General Brunel speaking from Wright Patterson. I have the document in front of me code named

(REPLY. Yes.

QUESTION. I am confused, this document does not say how many times you fired at the object.

REPLY. Who did you say you were sir.

QUESTION. General Brunel, surely Squadron Leader it's a straight forward question, how many times did you fire at the darn thing.

APPENDIX 8—South African Air Force—1989; UFO Crash

Page 4

REPLY. I fired once sir, could you hang on so that I can go to a safe phone.

QUESTION. That won't be necessary Squadron Leader, you have told me what I wanted to know goodbye.

In the meantime military personnel were contacted in America to try to find out what was happening at Wright Patterson AFB.

REPLY. Can't get any information about arrival of UFO but established that Wright Patterson was put on Red Alert on 23rd. June, 1989. (This is the day the UFO was reported to be shipped to Wright Patterson.)

On July 31st. this year our informant arrived in this country and by prior arrangement took up temporary residence with Dr. Henry. He informed us that he was on route to Wright Patterson AFB on a military mission and would depart on the 6th. August. He contacted the South African Embassy from Dr Henry's home to let them know where he was staying in case they needed to contact him. He later made a sworn statement to us confirming his story. (Slide 9)

He had photographs taken with us (Slide 10. 11. 12.)

We were informed that various hieroglyphics were found inside the craft and stated that the military had been able to decipher them. (Slide 15) Dr. Will talk about this.

He also did a drawing of the interior of the craft and the general layout

He also showed us and permitted us to photograph two NASA passes which were for his use at Wright Patterson AFB

At this time we made contact with a second intelligence officer in South Africa who spoke to Dr. Henry personally. This officer told us that he had seen and had access to a series of black and white photographs of the captured aliens and their craft and a 50 page telex message from Wright Patterson AFB relating to the recovery of the UFO. He stressed how dangerous it would be to get the papers but stated that he would forward a set of the black and white photographs and a copy of the telex as soon as he was able.

One of the named American personnel who was present at the retrieval was later spoken to at Wright Patterson AFB by Dr Henry at the OSI apartment. (Henry Will speak about this)

UNACKNOWLEDGED

APPENDIX 9—Malmstrom Air Force Base;

UFO Activity; 1967

Page 1

1009
FTD-
UNCLASSIFIED PRIORITY INFORMATION
251227 1321z 24 Mar 67
Belt, Montana

PTTU JAW RUWTFHA6257 0841255-UUUU--RUEDFIA.
ZNR UUUUU ZFH-1 RUWTFHA
DE RUCSGB 165 0341225
ZNR UUUUU
P 251224Z MAR 67
FM 341SMW MALMSTROM
TO RUWRNLB/ADC ENT
RUWMOA/28 AD MALMSTROM
RUEDFIA/FTD WRIGHT PATTERSON
RUEDHQA/CSAF WASHINGTON
RUEDHQA/OSAF WASHINGTON
BT
UNCLAS ZIPPO 2414 MAR 67/SUBJ: PRELIMINARY UFO REPORT.
FTD FOR TDETR, CSAF FOR AFRDC, OSAF FOR SAF-OI.

BETWEEN THE HOURS 2100 AND 0400 MST NUMEROUS REPORTS
WERE RECEIVED BY MALMSTROM AFB AGENCIES OF UFO SIGHTINGS
IN THE GREAT FALLS, MONTANA AREA,
REPORTS OF A UFO LANDING NEAR BELT, MONTANA WERE RECEIVED
FROM SEVERAL SOURCES INCLUDING DEPUTIES OF CASCADE COUNTY
SHERIFF'S OFFICE. INVESTIGATION IS BEING CONDUCTED BY
LT COL LEWIS CHASE PHONE: DUTY EXT 2215, HOME 452-1135

UNCLASSIFIED PRIORITY

3-ETR 056

APPENDIX 9—Malmstrom Air Force Base;
UFO Activity; 1967
 Page 2

THIS DOCUMENT RETAINS IT ORIGINAL
 CLASSIFICATION. THE ONLY PORTION
 OF THIS DOCUMENT CONSIDERED
 DECLASSIFIED ~~THIS~~ ~~THIS~~ ~~THIS~~
 PAGES: ~~THIS~~ ~~THIS~~ ~~THIS~~

DECLASSIFIED

ED 11852

170000Z
 1703 JAN RUCSAAAG196 070015-0000-0000000
 ZNY 55555
 P 172252Z MAR 67
 FM SAC
 TO RUWMBDA/COAMA HOLL. AFB DEAR
 INFO RUWMBDA/ISAF
 RUWMBDA/3418W H. MALSTROM AFB, MONT.
 RUWMBDA/AFRO BOEING OVERMASTER UASH
 RUWMBDA/BOE WATSON AND CLAY
 BT
 S E C R E T UN 02752-0000 070
 ACTION: COAMA (CONCERNING) BOEING 0011. INFO: ISAF
 (DM4C), 3418W (DM4C), BOEING AFRO 0011. DOWNNEY, WASHINGTON
 ENGINEERING 1801 1800, 1800
 SUBJECT: LOSS OF STRATEGIC ALERT, ECHO FLIGHT, MALSTROM
 AFB. (U)

ED 11852 2 COCT

* ALL TEN MISSILES IN ECHO FLIGHT AT MALSTROM LOST STRAT ALERT WITHIN
 TEN SECONDS OF EACH OTHER. THIS INCIDENT OCCURRED AT 0545L ON
 16 MARCH 67. AS OF THIS DATE, ALL MISSILES HAVE BEEN RETURNED TO STRAT

PAGE 2 RUCSAAAG196 S E C R E T
 ALERT WITH NO APPARENT DIFFICULTY. INVESTIGATION AS TO THE CAUSE OF THE
 INCIDENT IS BEING CONDUCTED BY MALSTROM TEST. TWO FITTS HAVE
 BEEN RUN THROUGH TWO MISSILES THIS FAR. NO CONCLUSIONS HAVE BEEN
 DRAWN. THERE ARE INDICATIONS THAT BOTH COMPUTERS IN BOTH C&C'S
 WERE UPSET MOMENTARILY. CAUSE OF THE UPSET IS NOT KNOWN AT THIS
 TIME. ALL OTHER SIGNIFICANT INFORMATION AT THIS TIME IS CONTAINED IN
 ABOVE REFERENCED MESSAGE.
 FOR COAMA. THE FACT THAT NO APPARENT REASON FOR THE LOSS OF TEN
 MISSILES CAN BE READILY IDENTIFIED IS CAUSE FOR GRAVE CONCERN TO THIS
 HEADQUARTERS. WE MUST HAVE AN IN-DEPTH ANALYSIS TO DETERMINE CAUSE
 AND CORRECTIVE ACTION AND WE MUST KNOW AS QUICKLY AS POSSIBLE WHAT
 THE IMPACT IS TO THE FLEET, IF ANY. REQUEST YOUR RESPONSE BE IN KEEP-
 ING WITH THE URGENCY OF THE PROBLEM. WE IN TURN WILL PROVIDE OUR
 FULL COOPERATION AND SUPPORT.
 FOR COAMA AND ISAF WE HAVE CONCURRED IN A BOEING REQUEST TO SEND
 TWO ENGINEERS, MR. R.E. RIGBY AND MR. V. M. DUTTON TO MALSTROM
 TO COLLECT FIRST HAND KNOWLEDGE OF THE PROBLEM FOR POSSIBLE ASSISTANCE
 IN LATER ANALYSIS. REQUEST COOPERATION OF ALL CONCERNED TO PROVIDE
 THEM ACCESS TO AVAILABLE INFORMATION, I.E., CREW COMMANDERS LOG
 ENTRIES, MAINTENANCE FORMS, INTERROGATION OF KNOWLEDGEABLE PEOPLE, ETC.
 PAGE 3 RUCSAAAG196 S E C R E T
 SECURITY CLEARANCES AND DATE AND TIME OF ARRIVAL WILL BE SENT FROM
 THE AFRO BY SEPARATE MESSAGE.
 FOR ISAF. COAMA HAS INDICATED BY TELECON THAT THEY ARE SENDING
 ADDITIONAL ENGINEERING SUPPORT. REQUEST YOUR COOPERATION TO INSURE
 MAXIMUM RESULTS ARE OBTAINED FROM THIS EFFORT. 070015-0000-0000000-67-48

* ALL TEN MISSILES IN ECHO FLIGHT AT MALSTROM'S LOST STRAT ALERT WITHIN
 TEN SECONDS OF EACH OTHER. THIS INCIDENT OCCURRED AT 0545L ON
 16 MARCH 1967. AS OF THIS DATE, ALL MISSILES HAVE BEEN RETURNED TO STRAT.

UNACKNOWLEDGED

APPENDIX 9—Malmstrom Air Force Base;

UFO Activity; 1967

Page 3

13 JAW RUCSAAA0196 010015-0555--RUWNB0A.

NY SSSSS

P 172250Z MAR 67

FM SAC

TO RUWNB0A/COAMA HRLJ. AFRO UFM

INFO RUWNB0A/15AF

RUWNB0A/3415MW MALMSTROM AFB. SOME

RUWNB0A/AFRO HRLJ. GO. RYATLE WASH

RUWNB0A/BSO WENTON AFB CALIF

BT

SECRET DT 02750 MAR 67.

ACTION: COAMA (CONCERN CONCERN DAVENPORT). INFO: 15AF (DHAC), 3415MW (DHAC), BOEING AFRO (D.J. DOWNEY, MINUTEMAN ENGINEERING) BSO (LSC, BSAR)

SUBJECT: LOSS OF STRATEGIC ALERT, ECHO FLIGHT, MALSTROM AFB. (U)

REF: MY SECRET MESSAGE DM7B 02751, 17 MAR 67, SAME SUBJECT.

ALL TEN MISSILES IN ECHO FLIGHT AT MALMSTROM LOST STRAT ALERT WITHIN TEN SECONDS OF EACH OTHER. THIS INCIDENT OCCURRED AT 0845L ON 16 MARCH 67. AS OF THIS DATE, ALL MISSILES HAVE BEEN RETURNED TO STRAT

PAGE 2 RUCSAAA0196 SECRET

ALERT WITH NO APPARENT DIFFICULTY. INVESTIGATION AS TO THE CAUSE OF THE INCIDENT IS BEING CONDUCTED BY MALSTROM TEST. TWO FITTS HAVE BEEN RUN THROUGH TWO MISSILES THUS FAR. NO CONCLUSIONS HAVE BEEN DRAWN. THERE ARE INDICATIONS THAT BOTH COMPUTERS IN BOTH G&C'S WERE UPSET MOMENTARILY. CAUSE OF THE UPSET IS NOT KNOWN AT THIS TIME. ALL OTHER SIGNIFICANT INFORMATION AT THIS TIME IS CONTAINED IN ABOVE REFERENCED MESSAGE.

FOR COAMA. THE FACT THAT NO APPARENT REASON FOR THE LOSS OF TEN MISSILES CAN BE READILY IDENTIFIED IS CAUSE FOR GREAT CONCERN TO THIS HEADQUARTERS. WE MUST HAVE AN IN-DEPTH ANALYSIS TO DETERMINE CAUSE AND CORRECTIVE ACTION AND WE MUST KNOW AS QUICKLY AS POSSIBLE WHAT THE IMPACT IS TO THE FLEET, IF ANY. REQUEST YOUR RESPONSE BE IN KEEPING WITH THE URGENCY OF THE PROBLEM. WE IN TURN WILL PROVIDE OUR FULL COOPERATION AND SUPPORT.

FOR COAMA AND 15AF WE HAVE CONCURRED IN A BOEING REQUEST TO SEND TWO ENGINEERS, MR. R.E. RIGERT AND MR. V. M. DUTTON TO MALMSTROM TO COLLECT FIRST HAND KNOWLEDGE OF THE PROBLEM FOR POSSIBLE ASSISTANCE IN LATER ANALYSIS. REQUEST COOPERATION OF ALL CONCERNED TO PROVIDE THEM ACCESS TO AVAILABLE INFORMATION, I.E., CREW COMMANDERS LOG ENTRIES, MAINTENANCE FORMS, INTERROGATION OF KNOWLEDGEABLE PEOPLE, ETC.

GROUP-4

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS

PAGE 3 RUCSAAA0196 SECRET

SECURITY CLEARANCES AND DATE AND TIME OF ARRIVAL WILL BE SENT FROM THE AFRO BY SEPARATE MESSAGE.

FOR 15AF. COAMA HAS INDICATED BY TELECON THAT THEY ARE SENDING ADDITIONAL ENGINEERING SUPPORT. REQUEST YOUR COOPERATION TO INSURE MAXIMUM RESULTS ARE OBTAINED FROM THIS EFFORT. GP74. BCASMC-67-437

BT

* THE FACT THAT NO APPARENT REASON FOR THE LOSS OF TEN MISSILES CAN BE READILY IDENTIFIED IS CAUSE OF GREAT CONCERN TO THIS HEADQUARTERS

APPENDIX 10—Malmstrom Air Force Base;

UFO Activity; 1975

Page 1

UFO Sighting - Malmstrom Air Force Base

b. 24th NORAD Region Senior Director's Log (Malmstrom AFB, Montana).

7 Nov 75 (1035Z) - Received a call from the 341st Strategic Air Command Post (SAC CP), saying that the following missile locations reported seeing a large red to orange to yellow object: M-1, L-3, LIMA and L-6. The general object location would be 10 miles south of Moore, Montana, and 20 miles east of Buffalo, Montana. Commander and Deputy for Operations (DO) informed.

7 Nov 75 (1203Z) - SAC advised that the LCF at Harlowton, Montana, observed an object which emitted a light which illuminated the site driveway.

7 Nov 75 (1319Z) - SAC advised K-1 says very bright object to their east is now southeast of them and they are looking at it with 10x50 binoculars. Object seems to have lights (several) on it, but no distinct pattern. The orange/gold object overhead also has small lights on it. SAC also advises female civilian reports having seen an object bearing south from her position six miles west of Lewistown.

7 Nov 75 (1327Z) - L-1 reports that the object to their northeast seems to be issuing a black object from it, tubular in shape. In all this time, surveillance has not been able to detect any sort of track except for known traffic.

7 Nov 75 (1355Z) - K-1 and L-1 report that as the sun rises, so do the objects they have visual.

7 Nov 75 (1429Z) - From SAC CP: As the sun rose, the UFOs disappeared. Commander and DO notified.

UNACKNOWLEDGED

APPENDIX 10—Malmstrom Air Force Base;

UFO Activity; 1975

Page 2

10 Nov 75 (0125Z) - Received a call from SAC CP. Report UFO sighting from site K-1 around Harlowton area. Surveillance checking area with height finder.

10 Nov 75 (0153Z) - Surveillance report unable to locate track that would correlate with UFO sighted by K-1.

10 Nov 75 (1125Z) - UFO sighting reported by Minot Air Force Station, a bright star-like object in the west, moving east, about the size of a car. First seen approximately 1015Z. Approximately 1120Z, the object passed over the radar station, 1,000 feet to 2,000 feet high, no noise heard. Three people from the site or local area saw the object. NCOC notified.

12 Nov 75 (0230Z) - UFO reported from K01. They say the object is over Big Snowy mtn with a red light on it at high altitude. Attempting to get radar on it from Opheim. Opheim searching from 120° to 140°.

12 Nov 75 (0248Z) - Second UFO in same area reported. Appeared to be sending a beam of light to the ground intermittently. At 0250Z object disappeared.

12 Nov 75 (0251Z) - Reported that both objects have disappeared. Never had any joy (contact) on radar.

13 Nov 75 (0951Z) - SAC CP with UFO report. P-SAT team enroute from R-3 to R-4 saw a white lite, moving from east to west. In sight approx 1 minute. No determination of height, moving towards Brady. No contact on radar.

19 Nov 75 (1327Z) - SAC command post report UFO observed by FSC & a cook, observed object travelling NE between M-8 and M-1 at a fast rate of speed. Object bright white light seen 45 to 50 sec following terrain 200 ft off ground. The light was two to three times brighter than landing lights on a jet.

-----LAST ENTRY PERTAINING TO THESE INCIDENTS-----

APPENDIX 10—Malmstrom Air Force Base;

UFO Activity; 1975

Page 3

8 Nov 75 (0635Z) - A security camper team at K-4 reported UFO with white lights, one red light 50 yards behind white light. Personnel at K-1 seeing same object.

8 Nov 75 (0645Z) - Height personnel picked up objects 10-13,000 feet, Track J330, EKL8 0648, 18 knots, 9,500 feet. Objects as many as seven, as few as two A/C.

8 Nov 75 (0753Z) - J330 unknown 0753. Stationary/seven knots/12,000. One (varies seven objects). None, no possibility, EKL8 3746, two F-106, GTF, SCR 0754. NCOC notified.

8 Nov 75 (0820Z) - Lost radar contact, fighters broken off at 0825, looking in area of J331 (another height finder contact).

8 Nov 75 (0905Z) - From SAC CP: L-sites had fighters and objects, fighters did not get down to objects.

8 Nov 75 (0915Z) - From SAC CP: From four different points: Observed objects and fighters; when fighters arrived in the area, the lights went out; when fighters departed, the lights came back on; to NCOC.

8 Nov 75 (0953Z) - From SAC CP: L-5 reported object increased in speed - high velocity, raised in altitude and now cannot tell the object from stars. To NCOC.

8 Nov 75 (1105Z) - From SAC CP: E-1 reported a bright white light (site is approximately 60 nautical miles north of Lewistown) NCOC notified.

9 Nov 75 (0305Z) - SAC CP called and advised SAC crews at Sites L-1, L-6 and M-1 observing UFO. Object yellowish bright round light 20 miles north of Harlowton, 2 to 4,000 feet.

9 Nov 75 (0320Z) - SAC CP reports UFO 20 miles southeast of Lewistown, orange white disc object. 24th NORAD Region surveillance checking area. Surveillance unable to get height check.

9 Nov 75 (0320Z) - FAA Watch Supervisor reported he had five air carriers vicinity of UFO, United Flight 157 reported seeing meteor, "arc welder's blue" in color. SAC CP advised, sites still report seeing object stationary.

9 Nov 75 (0348Z) - SAC CP confirms L-1, sees object, a mobile security team has been directed to get closer and report.

9 Nov 75 (0629Z) - SAC CP advises UFO sighting reported around 0305Z. Cancelled the flight security team from Site L-1, checked area and all secure, no more sightings.

Terrence C. James
TERRENCE C. JAMES, Colonel, USAF
Director of Administration

Cy to: HQ USAF/DAD
HQ USAF/JACL

UNACKNOWLEDGED

APPENDIX 11—UFO Activity; Oakridge, TN—1950

Page 1

COMMUNICATIONS SECTION
TELETYPE

FBI WASHINGTON DC 12-5-50 4-47 PM GAR
SAC, KNOXVILLE URGENT

7/12/50
DETECTION OF UNIDENTIFIED OBJCXX OBJECTS OVER OAK RIDGE AREA, PROTECTION
OF VITAL INSTALLATIONS. REURTEL DECEMBER FOUR LAST REGARDING POSSIBLE
RADAR JAMMING AT OAK RIDGE. ARRANGEMENTS SHOULD BE MADE TO OBTAIN
ALL FACTS CONCERNING POSSIBLE RADAR JAMMING BY IONIZATION OF PARTICLES
IN ATOXXX ATMOSPHERE. CONDUCT APPROPRIATE INVESTIGATION TO DETERMINE
WHETHER INCIDENT OCCURRING NORTHEAST OF OLIVER SPRINGS, TENNESSEE,
COULD HAVE HAD ANY CONNECTION WITH ALLEGED RADAR JAMMING. SUTEL 7
IMPORTANT DEVELOPMENTS.

HOOVER

162-83874-✓
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4950 DEC 20

ORIGINAL COPY FILED IN 100-111111

END
CORRECT LAST WORD FIRST LINE PLS
PROTECTION
OK'D FBI KX OLO

APPENDIX 11- UFO Activity; Oakridge, TN-1950

Page 2

UNCLASSIFIED

*27th Nov 1950
reptd "unclassified"
J. C. 29,
R. J. L. L. L.*

* Objects observed following MX 776A test of 27 April 1950

2nd Lt. ~~WILSON~~ ECHSIR 15 May 50 1

1. According to conversation between Col. Baynes and Capt. Bryant, the following information is submitted directly to Lt. Albert.
2. Film from station F10 was read, resulting in azimuth and elevation angles being recorded on four objects. In addition, size of image on film was recorded.
3. From this information, together with a single azimuth angle from station M7, the following conclusions were drawn:
 - a. The objects were at an altitude of approximately 150,000 feet.
 - b. The objects were over the Holloman range between the base and Tularosa Peak.
 - c. The objects were approximately 30 feet in diameter.
 - d. The objects were traveling at an "undeterminable," yet high speed.

WILSON L. MITCHELL
Mathematician
Data Reduction Unit

WIN/rd
ext 172

Two movies were made at the White Sands Proving
grounds with Atlantic City theodolite-scientific machine
for following guided missiles. The first was made
on 27 April 1950. Shortly after a missile was fired and had
been in the atmosphere and fallen, someone spotted an
object in the sky. The theodolites were hooked up by an
operator, and several stations were instructed to try
pictures. Unfortunately only one camera had film. The
movie showed a small, dark object, not very well defined.

EXTRACT RUPPERT TRUCK 1486
ARTICLE

C. O. P.
Y
eps

*

Objects observed following MX 776A test of 27 April 1950.

UNACKNOWLEDGED

APPENDIX 11- UFO Activity; Oakridge, TN-1950

Page 3

From the Blue Book Microfilm Record

CSETI
D.O. #15401
ASHEVILLE, NC 28813

UNCLAS

31 May 50

JUL 13 1950

00.92/2

SUBJECT: Aerial Phenomena

Commanding Officer
AF Cambridge Research Laboratory
Attn: Base Directorate, Geophysical Research
230 Albany St.,
Cambridge, Massachusetts

1. Per request of Dr. A. O. Mirarchi, during recent visit this base, the following information is submitted.

2. Sightings were made on 27 April and 24 May 1950 of aerial phenomena during morning daylight hours at this station. Sightings were made by Lam-air, Inc., personnel while engaged in tracking regular projects with Askania Photodolites. It has been reported that objects are sighted some number; as many as eight have been visible at one time. Individuals making these sightings are professional observers and therefore I would rate their reliability superior. In both cases photos were taken with Askantias.

3. The Holloman AF Base Data Reduction Unit analyzed the April pictures and made a report, a copy of which I am enclosing with the film for your information. It was believed at triangulation could be effected from pictures taken on May because pictures were taken from two stations. The films were rapidly processed and examined by Data Reduction. However, it was determined that sightings were made on two different objects and triangulation could not be effected. Report from Data Reduction and the films from the sightings are enclosed.

4. There is nothing further to report at this time.

Incls:
Incl #1-Data Red Rpt #1
Incl #2-Data Red Report #2
Incl #3-Film, P-10, 24 May 50
Film, P-1, 24 May 50
Film, P-10, 27 Apr 50
Incl #4-Map of RFB Range

Given ref with 1 film

DOWNGRADED
DECLASSIFIED
DOD DLT 2010

UNCLAS

*insand
update on
UFO sightings
where are they?*

*Called
Mirarchi
Home
4/6/50
617545
1752
Lossy
declassified*

7-3112-29

APPENDIX 12—Report from Kirtland Air Force Base—1980

Page 1

| COMPLAINT FORM | | | |
|---|---|---|-----------------|
| <div style="text-align: right;">HQ 1V05</div> | | | |
| ADMINISTRATIVE DATA | | | |
| TITLE KIRTLAND AFB, NM, 8 Aug - 3 Sep 80, Alleged Sightings of Unidentified Aerial Lights in Restricted Test Range. | | DATE 2 - 9 Sept 80 | TIME 1200 |
| PLACE AFOSI Det 1700, Kirtland AFB, NM | | | |
| HOW RECEIVED <input checked="" type="checkbox"/> IN PERSON <input type="checkbox"/> TELEPHONICALLY <input type="checkbox"/> IN WRITING | | | |
| SOURCE AND EVALUATION MAJOR ERNEST E. EDWARDS | | | |
| RESIDENCE OR BUSINESS ADDRESS Commander, 1608 SPS, Manzano Kirtland AFB, NM | | | PHONE 4-7516 |
| CD <u>44</u> APPLIES | | | |
| SUMMARY OF INFORMATION | | | |
| <p>1. On 2 Sept 80, SOURCE related on 8 Aug 80, three Security Policemen assigned to 1608 SPS, KAFB, NM, on duty inside the Manzano Weapons Storage Area sighted an unidentified light in the air that traveled from North to South over the Coyote Canyon area of the Department of Defense Restricted Test Range on KAFB, NM. The Security Policemen identified as: SSGT STEPHEN FERENZ, Area Supervisor, AIC MARTIN W. RIST and AMN ANTHONY D. FRAZIER, were later interviewed separately by SOURCE and all three related the same statement: At approximately 2350hrs., while on duty in Charlie Sector, East Side of Manzano, the three observed a very bright light in the sky approximately 3 miles North-North East of their position. The light traveled with great speed and stopped suddenly in the sky over Coyote Canyon. The three first thought the object was a helicopter, however, after observing the strange aerial maneuvers (stop and go), they felt a helicopter couldn't have performed such skills. The light landed in the Coyote Canyon area. Sometime later, three witnessed the light take off and leave proceeding straight up at a high speed and disappear.</p> <p>2. Central Security Control (CSC) inside Manzano, contacted Sandia Security, who conducts frequent building checks on two alarmed structures in the area. They advised that a patrol was already in the area and would investigate.</p> <p>3. On 11 Aug 80, RUSS CURTIS, Sandia Security, advised that on 9 Aug 80, a Sandia Security Guard, (who wishes his name not be divulged for fear of harassment), related the following: At approximately 0020hrs., he was driving East on the Coyote Canyon access road on a routine building check of an alarmed structure. As he approached the structure he observed a bright light near the ground behind the structure. He also observed an object he first thought was a helicopter. But after driving closer, he observed a round disk shaped object. He attempted to radio for a back up patrol but his radio would not work. As he approached the object on foot armed with a shotgun, the object took off in a vertical direction at a high rate of speed. The guard was a former helicopter mechanic in the U.S. Army and stated the object he observed was not a helicopter.</p> <p>4. SOURCE advised on 22 Aug 80, three other security policemen observed the same</p> | | | |
| DATE FORWARDED TO AFOSI HQ 1V05 | | 10 Aug 80 | |
| DATE 3 Sept 80 | TYPED OR PRINTED NAME OF SPECIAL AGENT RICHARD C. DOTY, SA | AFOSI FORM 88 ATTACHED <input type="checkbox"/> YES <input type="checkbox"/> NO | |
| DISTRICT FILE NO. 8017893-0/22 | | SIGNATURE Richard C. Doty | |
| AFOSI FORM 700 1 PREVIOUS EDITIONS WILL BE USED. | | DCN RESULTS <input type="checkbox"/> NEGATIVE <input type="checkbox"/> POSITIVE (See Attached) | |

UNACKNOWLEDGED

APPENDIX 12- Report from Kirtland Air Force Base-1980

Page 2

CONTINUED FROM COMPLAINT FORM 1, DTD 9 Sept 80

aerial phenomena described by the first three. Again the object landed in Coyote Canyon. They did not see the object take off.

5. Coyote Canyon is part of a large restricted test range used by the Air Force Weapons Laboratory, Sandia Laboratories, Defense Nuclear Agency and the Department of Energy. The range was formerly patrolled by Sandia Security, however, they only conduct building checks there now.
6. On 10 Aug 80, a New Mexico State Patrolman sighted an aerial object land in the Manzano's between Belen and Albuquerque, NM. The Patrolman reported the sighting to the Kirtland AFB Command Post, who later referred the patrolman to the AFOSI Dist 17. AFOSI Dist 17 advised the patrolman to make a report through his own agency. On 11 Aug 80, the Kirtland Public Information office advised the patrolman the USAF no longer investigates such sightings unless they occur on an USAF base.
7. WRITER contacted all the agencies who utilized the test range and it was learned no aerial tests are conducted in the Coyote Canyon area. Only ground tests are conducted.
8. On 8 Sept 80, WRITER learned from Santa Security that another Security Guard observed a object land near an alarmed structure sometime during the first week of August, but did not report it until just recently for fear of harassment.
9. The two alarmed structures located within the area contains HQ CR 44 material.

Steven M. Greer

APPENDIX 13—Letter and Report Provided to
Congressman Christopher Cox; 1996

DATE: 30 August 1996

TO: Congressman Christopher Cox

FR: Steven M. Greer, M.D.; Int'l. Director—Center for the
Study of Extraterrestrial Intelligence (CSETI)

Dear Congressman Cox,

Thank you for taking the time from your busy schedule to meet with Mr. [REDACTED] and me on the 19th. We hope you have had a chance to review some of the materials related to the UFO/ETI matter. Please feel free to contact us should you have any further questions or comments.

We also very much appreciate your offer to make some directed inquiries into the matter through appropriate points of contact with the intelligence committees of the Congress. As you requested, since our meeting I have been collecting information on a number of projects and facilities where advanced research and development related to extraterrestrial technology are located. We hope that this information will be useful and will enable you to make as specific an inquiry as possible.

Sources with whom I have spoken indicate that no official oversight and knowledge of these programs is likely to be found, even through intelligence committee briefings in secure settings ("the tank"). Of course, this then brings up the question of how such expensive R and D could be affected. A few possibilities are listed below, and are considered likely avenues of funding by military and intelligence people with whom we have worked on this matter.

I am not optimistic that any official and legal oversight of these projects is occurring. This is based on the following:

- Director of Central Intelligence Jim Woolsey was not briefed on any such projects. I was asked to come to Washington to brief him because he knew the matter was real but was unable to officially get any information on these projects.

UNACKNOWLEDGED

- Dick D'Amato, chief counsel and investigator for the Senate Appropriations Committee, told us in 1994 that even with a top-secret clearance and subpoena power he couldn't penetrate these operations, even though he knew they were ongoing projects, and he knew basically where to look. He said "This is the varsity team of all covert projects. Good luck ..."
- A four star general on the Joint Chiefs of Staff knew nothing of these projects, but after a briefing by a member of our team he made an inquiry through channels, and was assured nothing was there. Then he made a private inquiry to a former military colleague with whom he had attended West Point and who currently works for a major military contractor. He was told that such projects do exist and was told the locations. He was justifiably astonished and disturbed.
- Similar lack of information exists at very senior levels of the White House.
- Lord Hill-Norton, a five star Admiral and former head of the Ministry of Defense in Great Britain has assured us that, even though, he now knows such projects exist, he was never informed about them as head of the MOD or MI5.

Of course, we have not queried the congressional intelligence committees, and will do so as you suggested. But given past experiences we would be surprised to find that they had been briefed on this matter, although this remains a possibility.

An Air Force source has told us that deep black projects can escape any direct oversight by having funds "hidden" in other projects. For example, \$1 billion may be allocated for secret aerospace research and development, with certain projects cited as beneficiaries of this funding. In reality, however, \$600 million may be used for the 'acknowledged' secret projects while the remaining \$400 million is used for 'unacknowledged' projects.

Many of these projects have been largely 'privatized' by multi-

Steven M. Greer

billion dollar military contractor corporations. R&D on the extraterrestrial matter is funded through 'profits' or revenue built into lucrative contracts with the government on 'acknowledged' projects.

This, then, creates an indirect source of government funding inasmuch as the funds used for UFO/ET research is derived from 'profits and overhead' related to legitimate projects.

These projects are global in scope and transcend both the boundaries and control of the US government. Similarly, funding is from global, i.e. foreign sources, as well as domestic and private sources.

One member of the 'control group' dealing with this matter has told us that there are 'creative ways' of funding such things out of the international monetary system, including the process of rounding off transactions so that the far decimal amounts (.00099) are placed in secure accounts for such funding purposes. This individual, who runs a major global supercomputer firm, states that this is easily done with current supercomputing technologies.

More than one source has stated that certain illegal activities by the military and CIA, such as drug trafficking, have been used to generate revenue for deep black projects.

I hope the enclosed list of facilities and projects will be helpful to your inquiry. It is by no means exhaustive, but reflects the best information to date which our team has been able to collect.

Please feel free to contact me at any time should you have any questions or comments.

Sincerely,

Steven M. Greer, M.D.
Director of CSETI
Attachment

UNACKNOWLEDGED

Projects and Facilities Related to the UFO/Extraterrestrial Matter

Edwards Air Force Base and Related Facilities

Government Facilities:

Edwards Air Force Base
Haystack Butte
China Lakes
George Air Force Base
Norton Air Force Base
Table Top Mountain Observatory (NASA)
Blackjack Control
Aerospace Facilities:
Northrop "Anthill" (Tejon Ranch)
McDonald Douglas Llano Plant
Lockheed Martin Helendale Plant
Phillips Labs (North Edwards facility)

The Nellis Complex:

Area 51/S4
Pahute Mesa and Area 19
Groom Lake

New Mexico Facilities:

Los Alamos National Laboratories
Kirtland Air Force Base
Sandia National Laboratories (SNL), Defense Nuclear Agency
Phillips Labs
Manzano Mountain Weapons Storage Facility and Underground
Complex
Coyote Canyon Test Site (N. end of Manzano)
White Sands Complex

Arizona

Fort Huachuca, underground storage facility, NSA and Army
Intelligence complex near Fort Huachuca underground
storage of ET spacecraft and previously autopsied ET life
forms.

Others

Cheyenne Mountain Colorado Deep Space Network, dedicated console for tracking UFOs

Lawrence Livermore Labs

Pine Gap—underground facility in Australia—Majestic U.S. and Australian

Redstone Arsenal underground complex—Alabama

Utah underground complex southwest of Salt Lake City, accessible only by air

Dugway Proving Grounds outside Provo—classified airspace

US Government Agencies with Current or Past Involvement

(Activities are compartmentalized into super-secret U.S.A.P.s—Unacknowledged Special Access Projects—which means that they are not acknowledged to anyone, even those senior in the chain of command)

Air Force Office of Special Investigations (AFOSI)

CIA

DARPA

DIA

FBI

Military Intelligence divisions (Army, Air Force, Navy)

NASA

NRO (National Reconnaissance Office)

NSA (National Security Agency)

Space Commands

Others

Private Corporate Entities believed to be involved

BDM

Bechtel Corp.

Booz-Allen and Hamilton, Inc.

Boeing Aerospace

EG&G

E-Systems

UNACKNOWLEDGED

Lockheed Martin (various facilities including Denver research center)

McDonnell Douglas Corp

MITRE Corp.

Northrop Aerospace

Phillips Labs

Raytheon

Rockwell International

SAIC (Science Applications International, Inc.)

TRW

Village Supercomputing, Phoenix AZ

Wackenhut Corp.

Others



McMinnville, Oregon May 11, 1950

photo: Paul Trent



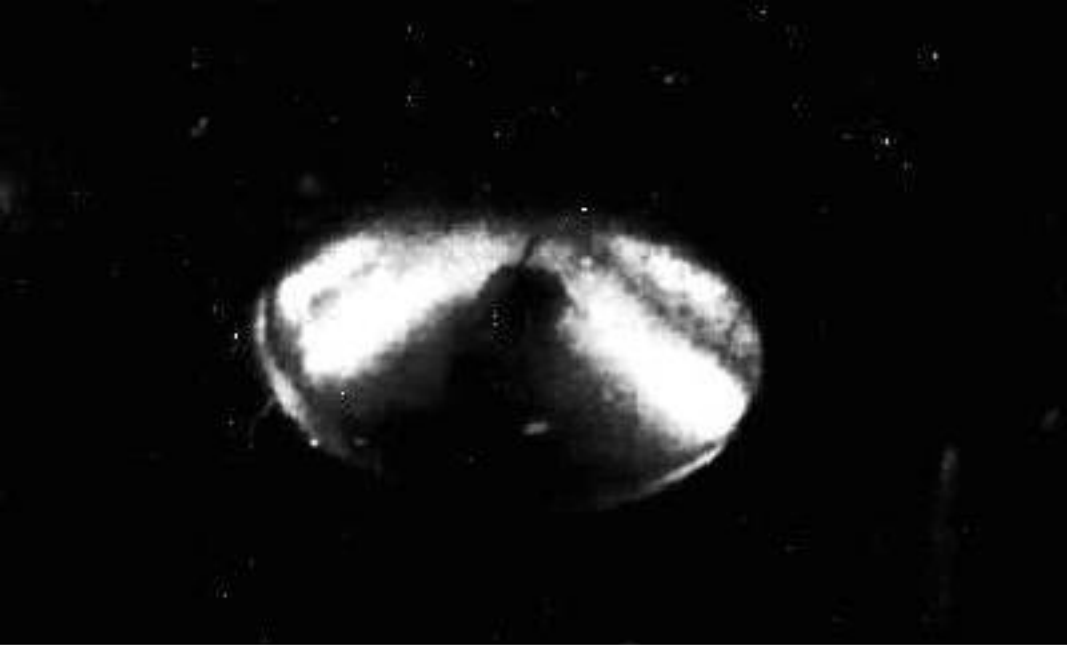
Santa Fe

photo by Ivy Blank (CE-5)



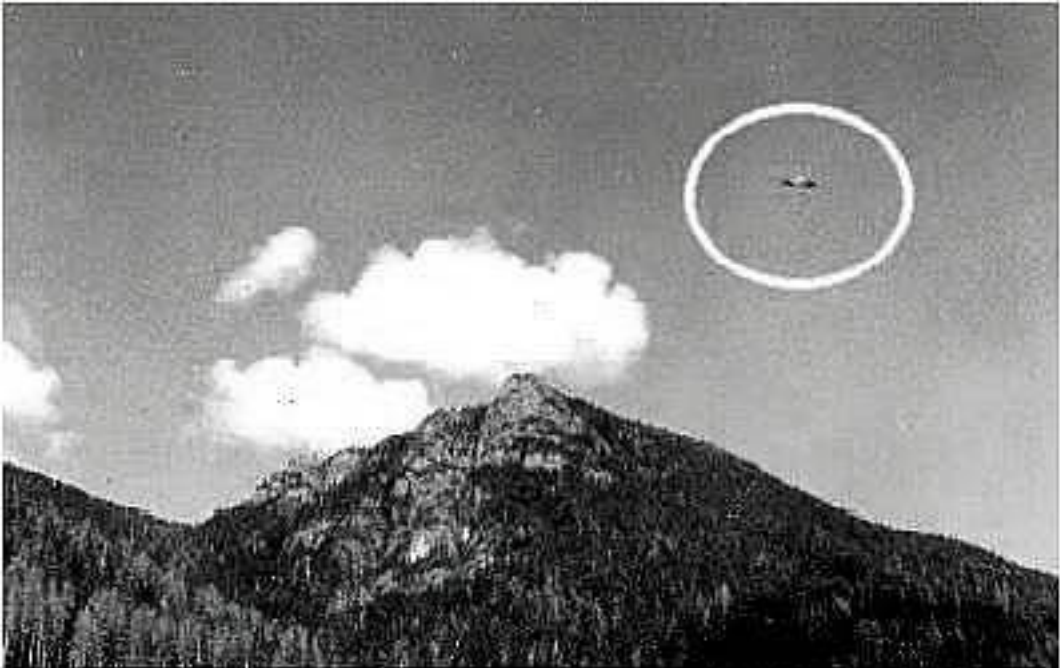
Costa Rica

photo taken by Costa Rican Govt. Survey Plane



Costa Rico

Govt. Survey Plane (zoom)



Vancouver Island 1981

photo: Hannah McRoberts

MADISON WI. BLACK TRIANGLE

(SIGHTED NOVEMBER 22, 1985)



CRAFT WAS SEEN BY A WISCONSIN STATE EMPLOYEE HOVERING SILENTLY OVER HIGHWAY CV, 15 MILES NW OF MADISON WISCONSIN. THE OBJECT WAS APPROXIMATELY 40 FEET ACROSS, AND 90 FEET IN LENGTH. ACCORDING TO THE EYEWITNESS, THE UNDERSIDE OF THE CRAFT RESEMBLED "THE BACK OF A REFRIGERATOR - LIKE A COLLECTION OF CONDENSATION PIPES THAT RAN BACK AND FORTH." AFTER GLIDING OVER WITNESS'S VEHICLE, THE CRAFT DEPARTED AT A TREMENDOUS SPEED, AND LEFT NO SONIC BOOM.

Illustration by
Michael Schratt



Photo by Dr. Lynne Kitei

September 16, 2002

Three unexplained amber orbs over Phoenix.



Phoenix Lights March 13, 1997

Photo credit: Dr. Lynne Kitei