# PROJECT 10073 RECORD CARD

| | | |
|---|---|---|
| **1. DATE**<br>5 November 1957 | **2. LOCATION**<br>Kearney, Nebraska | **12. CONCLUSIONS**<br>☐ Was Balloon<br>☐ Probably Balloon<br>☐ Possibly Balloon<br>☐ Was Aircraft<br>☐ Probably Aircraft<br>☐ Possibly Aircraft<br>☐ Was Astronomical<br>☐ Probably Astronomical<br>☐ Possibly Astronomical<br>☒ Other Hallucination<br>☐ Insufficient Data for Evaluation<br>☐ Unknown |
| **3. DATE-TIME GROUP**<br>Local ____<br>GMT 05/2000Z | **4. TYPE OF OBSERVATION**<br>☒ Ground-Visual ☐ Ground-Radar<br>☐ Air-Visual ☐ Air-Intercept Radar | |
| **5. PHOTOS**<br>☐ Yes<br>☒ No | **6. SOURCE**<br>Civilian | |
| **7. LENGTH OF OBSERVATION**<br>thirty minutes | **8. NUMBER OF OBJECTS**<br>one | **9. COURSE**<br>see below |

**10. BRIEF SUMMARY OF SIGHTING**

One object resting on ground. Source conversed with "crew members" for about 30 minutes.

**11. COMMENTS**

A full investigation disclosed that the source was [redacted]

ATIC FORM 329 (REV 26 SEP 52)

UNCLASSIFIED [redacted]

COUNTRY OF ACTIVITY REPORTING: USA | REPORT NO.: AISS-UFOB-388-57 | CLASSIFICATION: UNCLASSIFIED

# AIR INTELLIGENCE INFORMATION REPORT

11/4/1958

COUNTRY OR AREA REPORT CONCERNS: Kearney, Nebraska | DATE OF INFORMATION: 5 Nov 57

ACTIVITY SUBMITTING REPORT: 1006th AISS, Ent AFB, Colorado | DATE OF COLLECTION: 6 Nov 57

PREPARED BY: WILLIAM P. BRUNSON, Lt Col, USAF | DATE OF REPORT: 13 Nov 57

NAME AND DESCRIPTION OF SOURCE: [redacted] | EVALUATION: E - 5

REFERENCE (Cite subject, previous reports, etc., as applicable): AFR 200-2

SUBJECT (Descriptive title. Use individual reports for separate subjects): **Unidentified Flying Object**

SUMMARY (Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 112a unless report can be fully stated on AF Form 112. List inclosures, including number of copies.)

I. CONTENTS:

Part One: Description of Sighting by [redacted]

Part Two: Supplementary Investigative Efforts.

Part Three: Comments of thePreparing Officer

II. SUMMARY: On 5 November 1957 SOURCE reported to city officials that he observed an unusual object on theground approximately three miles Southeast of Kearney, Nebraska at 2 PM CST. SOURCE spoke with the six crew members, entered the object and spent 30 minutes observing the interior. After exiting the object, it rose 150 feet and disappeared. SOURCE was only observer. Upon recommendation of the Buffalo County Mental Health Board, SOURCE was committed to the State Mental Hospital, Hastings, Nebra[redacted]. Investigators conclude that this sighting was a hallucination and was i[redacted]ted by the SOURCE for personal publicity.

III. INVESTIGATORS: 1st/Lt Gregory Alexander AO 2217791
M/Sgt William Pangburn AF 19309653

APPROVED:

William P. Brunson Lt Col
for JOHN W. MEADOR
Col, USAF
Commander

2 [redacted]

Classification Cancelled
[redacted]
Auth Director, DOP
By [illegible]
Date 13 MAY [illegible]
AFR 205-1, Par 2-17a
3 Jan 68

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KEARNEY, NEBRASKA "SPACE SHIP" INCIDENT

5 November 1957

On the morning of 6 November 1957, the Air Force received a UFO report, which, within a few hours had drawn nation-wide attention, and was given some prominance by both the press and television. According to (unofficial) reports, a space ship had landed on U.S. soil, was observed by a man name[redacted], who was driving nearby, and who, upon stopping to investigate was invited into the space ship by its crew.

According to [redacted], a seed salesman, a flash of light from the ship stopped his car. It came from a nearby river bed, on which rested an object that he thought was a balloon. When he approached it, another flash of light came out of the space ship which paralyze[redacted] momentarily, making him incapable of walking.

a. Two men came out and asked him if he was armed and then searched him. After the search, he was able to move and walk again, and he asked them what the ship was, and what they were doing. They said they couldn't tell him. He asked to see it closer and they said that as long as they couldn't leave for a few minutes, he might as well look at it. They started back to the ship and as they got close, a door opened on the left side. When he got into the ship he noticed that there were four men and two women. They all spoke to him in German.

b. The space ship was described as approximately 100 feet long, 15 feet high, and 30 feet wide and rested on metal supports or "pads".

c. [redacted]t stated that the interior was about forty feet long. Instruments mounted on aluminum stands lined the sides of the interior. He was unable to describe exactly any instrumentation except to say that a variety of circular and linear dials of various sizes were noticed. Both Roman numerals and ordinary numbers were noted on the dials. [redacted]t stated that the interior of the object was lighted from an invisible source. No noise other than the crew talking was heard. It was possible to see through the sides, bottom and floor of the object, being perfectly transparent.

d. After 25 or 30 minutes they bid [redacted] goodbye and asked him to leave. The ship suddenly rose above the tree tops and sped off in a Southwesterly direction, without a sound being made.

[redacted]t was taken to the scene of the sighting by Air Force Investigators. No marks where the struts of the object had rested were visible because the area had been walked over by newsmen. While he had stated that the body of the object was about three feet from the ground, many dry weeds and some scrub trees of four or five feet high were unbroken in the location where the object rested. He was unable to provide a reason for this.

KEARNEY, NEBRASKA "SPACE SHIP" INCIDENT

5 November 1957

A spot of oil about 24 inches in diameter was found on the ground below where the object was located. The greenish oil covered the dry leaves and it was possible to obtain a sample from pools made on the leaves. A Veedol quart-oil can was found about 30 feet from the location of the oil spot. The Veedol 10-30 can was identical to an unopened can found in the trunk of [redacted] car. A beer-type can opener found in his car made identical opening marks as on the can found at the scene.

After being interviewed by Air Force and other government investigators, [redacted] was examined by qualified psychiatrists for approximately two hours, who found that [redacted] was definitely [redacted] It was also disclosed that [redacted]

The incident was adjudged a Hoax.

AF FORM 112—PART II
APPROVED 1 JUNE 1948

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# AIR INTELLIGENCE INFORMATION REPORT

FROM (ACTIVITY)
1006th AISS
Ent AFB, Colorado

REPORT NO.
AISS-UFO-380-57

PAGE 2 OF 8 PAGES

I. SOURCE: [redacted]

Address: [redacted]
Kearney, Nebraska

Age: 58

Occupation: Grain buyer for Valu-Pak, Incorporated, Brawley, California

Education: Grade School, High School, one (1) year Kearney Normal College.

Qualifications: No particular training in technical subject or in observation.

II. RELIABILITY: SOURCE is considered [redacted]. A lengthy record of arrests and fines for bad checks and absconding with crops from 1932 until 1938 and a term in the Nebraska State Penitentiary for embezzlement in 1930 and 1939 were noted while SOURCE lived in this area. SOURCE had worked for the [redacted] Corporation two (2) weeks before the incident occurred, having lived in Wilcox, Arizona just prior to accepting this job. SOURCE was interviewed for three (3) hours by county psychiatrists and it was determined that SOURCE was in [redacted] and is in need of [redacted].

III. SOURCE'S DESCRIPTION OF SIGHTING:

"I turned off the highway to the north to inspect a field of milo (sorghum). I tried to turn back after checking the milo but the road was too narrow. I went further north looking for a spot to turn around; when I came to a gate in the road, I stopped the car and was going to turn around. At this time I noticed a flash of light coming from the river bed in front of me. I decided to go and see what it was. When I got within sixty (60) feet of the river bank, my motor stopped. I didn't think much of this because I had been going over rough roads and thought that perhaps some wires might have jarred loose. I tried the ignition key and stepped on the starter but it wouldn't go. I then noticed this object down in the river bed and at first, thought that it might be a balloon that had crashed there. I got out of the car and started walking toward the object. When I got about to the bank, I saw it wasn't a baloon but a ship on stilts. At this time a flash of light came out of the ship and seemed to paralyze me and I couldn't walk. I was approximately thirty (30) feet from the object. Two (2) men came out and asked me if I was armed and then searched me. After the search, I got to where I could move and walk again and I asked them what the ship was and what they were doing. They said they couldn't tell me. I asked if I could see it closer and they said that as long as they couldn't leave for a few minutes, I might as well look at it. We started back to the ship and as we got close a door opened on the left side. When I got into the ship, I noticed that there were four (4) men and two (2) women. They all spoke to me. The one (1) stayed with me most of the time, but they told me that they couldn't tell me anything about the ship. They did tell me not to be alarmed as I wouldn't be harmed. I was in the ship about twenty-five (25) or thirty (30) minutes. I then heard one gentleman say in German that they were ready for the take-off. They told me that I would have to leave; they said goodby and wished me good luck and I stepped out and the door closed and the ladder came back up into the ship. I stepped back eight (8) or ten (10) feet, but when the machine started working I thought that there would be a terrific blast, so I stepped back further, almost to the river bank. But there was no blast; it just went straight up into the air and when it got above the trees about fifty (50) feet, it took off in a southwesternly direction. When it got up about sixty (60) feet above the trees, it changed color, turning to a brownish

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color. Then it just disappeared. As to the time, it must have been shortly after two O'clock when I saw the flash, when I got out of the ship it was about three O'clock. It must have taken off about three O'clock."

IV: FURTHER QUESTIONING: SOURCE was interviewed for two (2) hours, resulting in the following amplification to his story.

1. The flash of light drawing his attention initially was similar to an electrical short, reddish in color, and did not blind the SOURCE. SOURCE was approximately one-half ($\frac{1}{2}$) mile from the scene.

2. SOURCE did not attempt to check his automobile for battery failure, such as horn, lights or radio.

3. SOURCE was approximately thirty (30) feet from the object when the paralyzing light hit him. The light, orange in color, concentrated on him, not blinding or denying him of his senses other than movement, seemed to come from a two (2) inch diameter source on the end of the object and lasted for two (2) or three (3) secons. Paralysis lasted for approximately ten (10) seconds.

4. Searching of the SOURCE by the two (2) men was simply a "patting" operation. His pockets were not searched nor did the SOURCE touch any people at any time.

5. The four (4) men, about 5'4" tall, dark complected, were dressed in ordinary street suits. Each appeared to be dressed in different subdued tones of browns and blues, brown shoes, hats with narrow brims, and full length ties with subdued designs. One (1) man wore a small mustache (Hitler type). The two (2) women were dressed in white blouses and brown skirts, wore lipstick, had shortly cut brown hair, wore identical silver chain necklaces with a pendant in the center. All appeared to be between forty-five (45) and fifty (50) years of age.

6. The men spoke to SOURCE in broken English, but conversed with each other in High German. SOURCE understands German because his parents emigrated from that country.

7. Entrance to the object was by retracting stairway of four (4) steps. The door opened and closed automatically and without visible command.

8. The interior was about forty (40) feet long. Instruments mounted on aluminum stands lined the sides of the interior. SOURCE was unable to describe exactly any instrumentation except to say that a variety of circular and linear dials of various sizes were noticed. Both Roman numerals and ordinary numbers were noted on the dials.

9. SOURCE stated that the interior of the object was lighted from an invisible source. No noise other than the crew talking was heard. It was possible to see through the sides, bottom and floor of the object, being perfectly transparent. It was not possible to see through the ends of the object to the sections housing the mechanisms presumed to provide propulsion. A lounge consisting of a steel metal and brown upholstered sofa and two (2) chairs was located at the far end of the room.

10. A two-way conveyor apparatus ran the length of the room (40 feet). SOURCE observed the crew stepping on the conveyor and being transported at about walking speed, stepping off the conveyor at any point along its length. SOURCE stated, however, that no moving parts were noted, leading him to surmise that some "magnetic" force was driving the conveyor. The two (2) women and three (3) men were working on the wires benind the dials while the remaining man escorted the SOURCE. The wires ran from the instruments through a tube into the end section of the object.

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AF FORM 112—PART II
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# AIR INTELLIGENCE INFORMATION REPORT

| FROM (Agency) | REPORT NO. | |
|---|---|---|
| 1006th AISS<br>Ent AFB, Colorado | AIS[redacted]-UFOB-388 | PAGE 4 OF 8 PAGES |

11. The exterior of the object was touched by SOURCE who described the sensation as that of touching shiny metal. There were no seams or rivets of any kind on the exterior - even the door "disappeared" and showed no seam. The object rested on four (4) shiny metal supports about three (3) or four (4) inches in diameter and three (3) feet long, slanted outboard and capped with black "pads" of about twelve (12) inches in diameter.

12. The object began rising slowly with little acceleration until it reached a height of ten (10) feet, then sped up slightly, reaching maximum altitude (150 feet), in one and one-half (1½) minutes. The object did not hover, but transcribed a smooth arc. While a loud humming noise was heard, there was no wind blast felt by SOURCE. The ends housing the fans were about twenty-five (25) feet in length, the fans about twelve (12) feet in diameter. SOURCE could not detect any entrance to the ends housing the fans, either within the object or on the outside.

13. SOURCE drove his car to a nearby farmhouse to inquire whether the occupants had also observed the object. They had not.

2 Incl:

Area of Sighting
SOURCE's sketch of object

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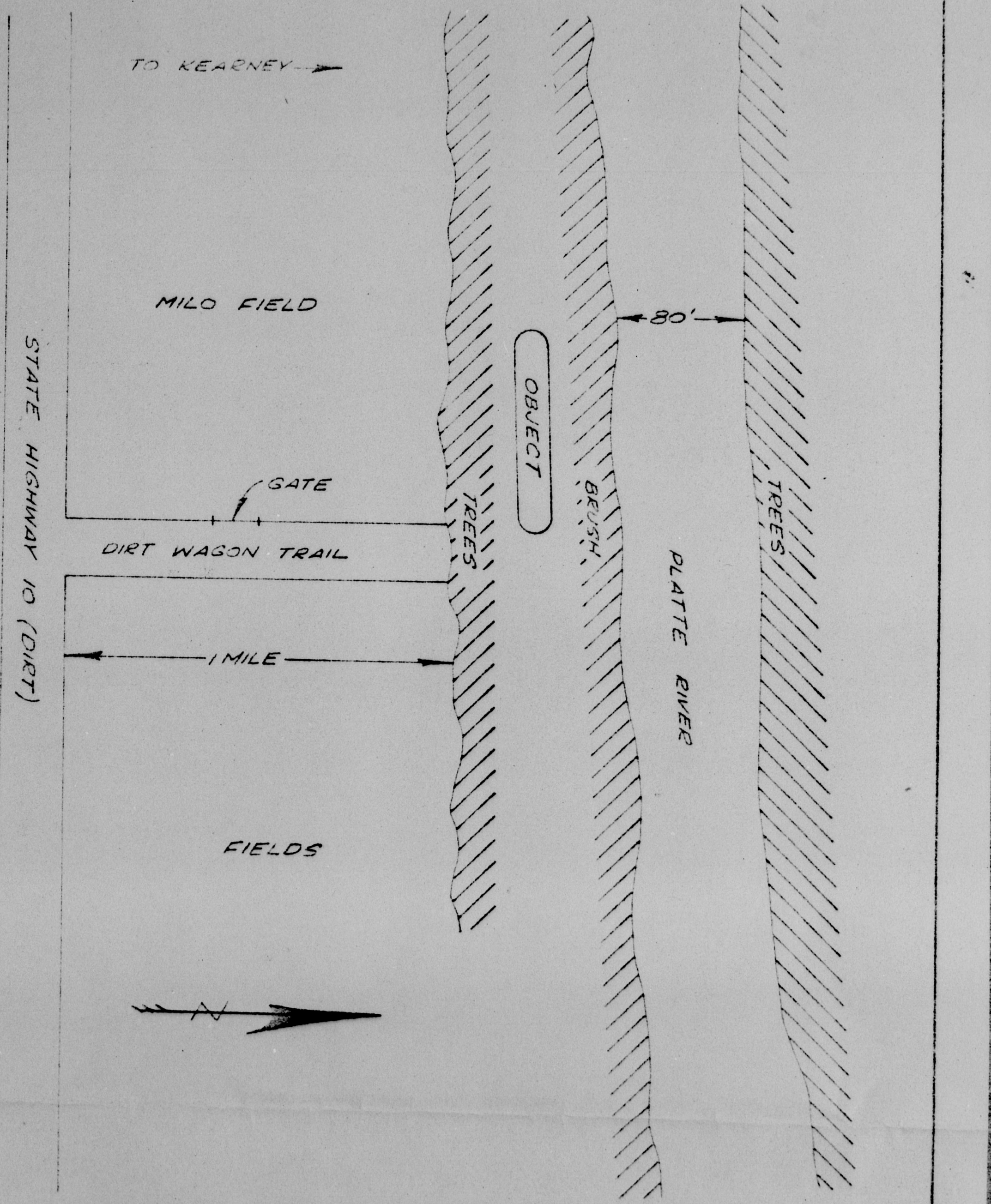
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# AIR INTELLIGENCE INFORMATION REPORT

| FROM (Agency) | REPORT NO. | PAGE 5 OF 8 PAGES |
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| 1006th AISS<br>Ent AFB, Colo. | AISS-UFOB-388-57 | |

Inclosure 1 to Part One
Area of Sighting




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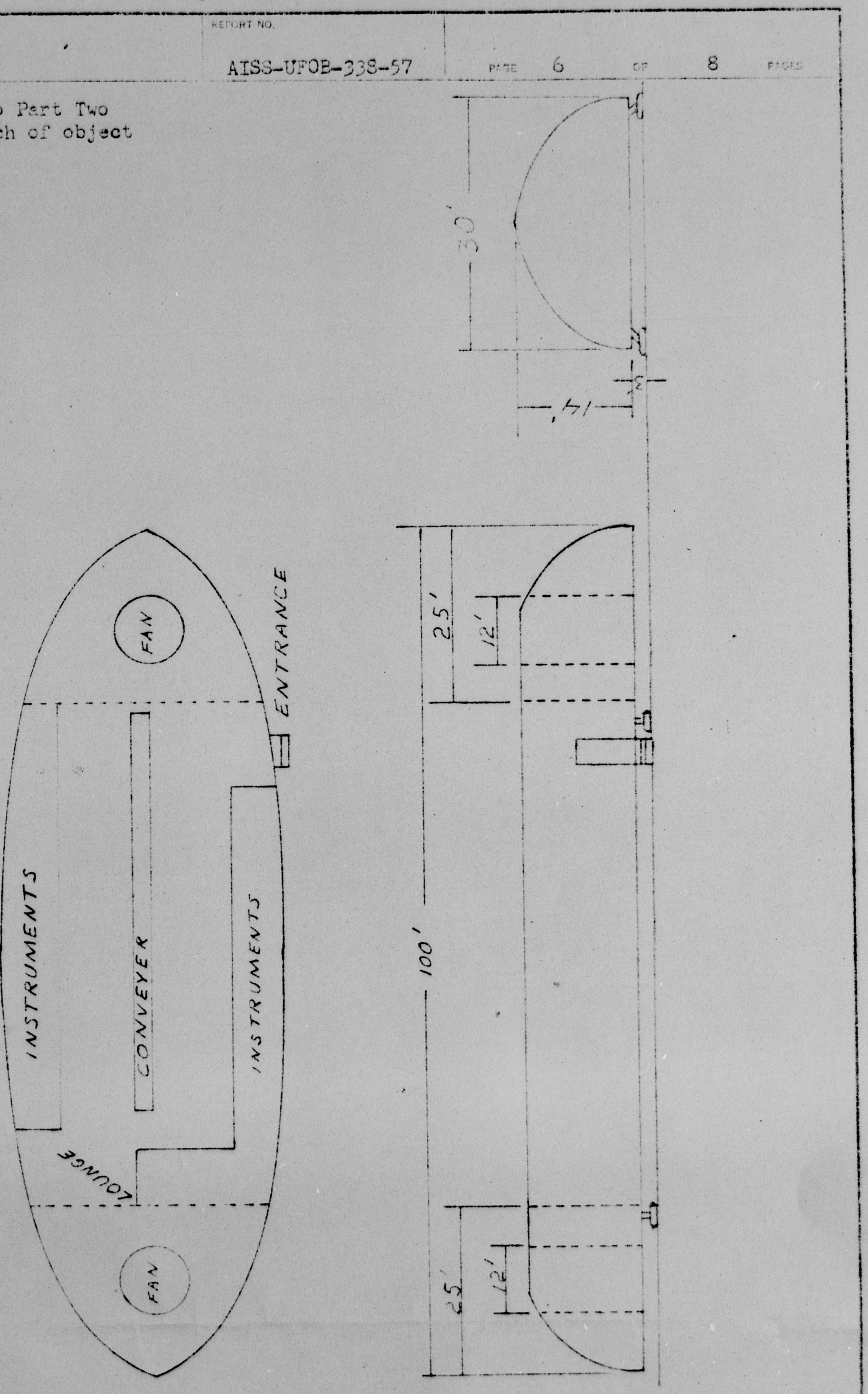
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# AIR INTELLIGENCE INFORMATION REPORT

| FROM (Agency) | REPORT NO. | PAGE 6 OF 8 PAGES |
|---|---|---|
| 1056th AISS<br>Ent AFB, Colo | AISS-UFOB-338-57 | |

Inclosure 2 to Part Two
SOURCE's sketch of object




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# AIR INTELLIGENCE INFORMATION REPORT

| FROM (Agency) | REPORT NO. | Part Two |
|---|---|---|
| 1006th AISS<br>Ent AFB, Colo | AISS-UFOB-383-57 | PAGE 7 OF 8 PAGES |

SUPPLEMENTARY INVESTIGATIVE EFFORTS:

1. SOURCE was taken to the scene of the sighting. No marks where the struts of the object had rested were visible because the area had been walked over by newsmen. While the SOURCE stated that the body of the object was about three feet from the ground, many dry weeds and some scrub trees of four or five feet high were unbroken in the location where the object rested. SOURCE was unable to provide a reason for this. A spot of oil about 24 inches in diameter was found on the ground below where the fan of the object was located. The greenish oil covered the dry leaves and it was possible to obtain a sample from pools made on the leaves. A quart oil can was found about 30 feet from the location of the oil spot. The Veedol 10-30 weight can was identical to an unopened can found in the trunk of the SOURCE'S car. A beer-type can opener found in the SOURCE'S car made identical opening marks as on the can found at the scene. The oil sample was sent to the University of Nebraska for analysis. Results of this analysis are not yet available.

2. A farmer, [redacted], was driving his truck about 2 miles from the scene at approximately the time of the incident when his motor stopped. A Kearney mechanic was called and replaced the points in the distributor. The mechanic stated to investigators that he had replaced a broken rotor in the farmers truck about 10 days before the incident and that a piece of the broken rotor had not been removed at that time. The piece of rotor lodged between the points and caused the failure.

3. The interview was concluded at approximately 1700 hours on 6 November 1957. Two qualified psychiatrists interviewed Mr. [redacted] for a period of two hours. Their findings indicated that Mr. [redacted] was definitley a [redacted] have [redacted] They also stated that with his particular mental condition, he would undoubtedly enjoy the publicity he was receiving from this incident. A hearing of the county health board was held at 2000 hours that evening and Mr. [redacted] was [redacted] Nebraska.

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

# AIR INTELLIGENCE INFORMATION REPORT

| FROM (Agency) | REPORT NO. | |
|---|---|---|
| 1006th AISS<br>Ent AFB, Colorado | AISS-UFOB-388-57 | Part Three<br>PAGE 8 OF 8 PAGES |

COMMENTS OF THE PREPARING OFFICER:

1. SOURCE was asked to indicate when fifteen seconds had elapsed. He estimated the time after only five seconds had elapsed. SOURCE estimated 1000 yards to be equivalent to 1600 feet. SOURCE estimate of the width of the interview room was accurate.

2. Investigators arrived to interview the SOURCE after he had been subjected to all-night questioning by city officials and newsmen. The SOURCE thus had ample time to firmly establish in his mind the answers to practically all questions which the investigators could conceivably ask. The above facts notwithstanding, the SOURCE'S ready answers to all questions, particularly those which concerned minute details, detracted rather then lent authenticity to his story. SOURCE claimed no training in observation which would have allowed him to remember such facts as style of necklaces the women were wearing. SOURCE admitted difficulty in differentiating blues, grays and browns, and although he stated his vision was 20-20, he wore glasses.

3. The facts that; no supporting physical evidence (other than the oil spot which is viewed with suspicion) could be derived; his record o[redacted] his too detailed account of the incident; and his [redacted] lead the preparing officer to conclude that the incident has no basis in fact, and that the SOURCE suffered a hallucination as evidenced from the investigators' observations that M[redacted] actually came to believe that he had witnessed the object.

William P. Brunson
WILLIAM P. BRUNSON
Lt Col, USAF
Operations Officer

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION: UNCLASSIFIED

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KEARNEY, NEBR. (SCHMIDT CASE) INCIDENT - 5 NOV 57
(See PART I)

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FROM:

COMDR ATIC

TO: ACS/I, WASHINGTON, D.C. ATTN: AFCIN-XL, MAJ BYRNE

[redacted] FROM: AFCIN-4E4 CITE _____

THIS MESSAGE IN EIGHT PARTS. REFERENCE NUMEROUS PRESS QUERIES TO HEADQUARTERS USAF AND ATIC DURING LAST THREE DAYS REGARDING UFO INCIDENTS THROUGHOUT U.S. GIVEN WIDE PUBLICITY, AND YOUR REQUEST FOR IMMEDIATE CONCLUSIONS OR FINDINGS.

PART I. KEARNEY, NEBRASKA "SPACE SHIP" INCIDENT. SOURCE, [redacted] CONSIDERED [redacted] SOURCE. HAS WIDE [redacted], AND HAS REFUSED TO TAKE LIE DETECTOR TESTS. LOCAL SHERIFF STATES HE CAN BREAK [redacted]S STORY TO MAKE HIM PERSONALLY ADMIT STORY WAS A HOAX. BELIEVE PORTION OR ALL OF THIS RELEASED TO PRESS. THEREFORE, USAF RELEASE TO PUBLIC CONSIDERED APPROPRIATE.

PART II. GULF OF MEXICO, COAST GUARD CUTTER "SABEGO" SIGHTING 200 MILES SOUTH OF NEW ORLEANS. FACTS SOMEWHAT

SPECIAL INSTRUCTIONS

[redacted]

Classification Cancelled
Auth DoD Dir 5200.1, Para 2-205
By Quintanilla
Date 13 MAY 1969
AFR 205-1, Para 7a
3 Jan 68

[redacted]

| DATE | TIME |
|---|---|
| 08 | 0900 |
| MONTH: NOV | YEAR: 57 |

WRITER

SYMBOL: AFCIN-4E4

TYPED NAME AND TITLE (Signature, if required): Capt G. T. Gregory

PHONE: 69216 | PAGE NR. 1 | NR. OF PAGES 5

SECURITY CLASSIFICATION: UNCLASSIFIED DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED. DOD DIR 5200.10

RELEASER

SIGNATURE

TYPED (or stamped) NAME AND TITLE

Report to USAF

DD FORM 1 MAY 55 173 REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

CONTRARY TO PRESS REPORTS. FROM LIMITED DATA IN OFFICIAL REPORT, REFERENCE TT MESSAGE CGC SEBAGO WPG 42, COPY YOUR HEADQUARTERS. FOLLOWING CONSIDERED OUR TENTATIVE CONCLUSIONS:

a. IMPRESSION THAT ONLY ONE OBJECT OBSERVED APPEARS ERRONEOUS. FOUR SEPARATE TARGETS INDICATED. 3 ON RADAR, ONE VISUALLY.

b. EACH TIME SUCCEEDING TARGET PICKED UP IT WAS IN ALMOST DIRECT OPPOSITE DIRECTION FROM PRECEDING TARGET AND SOME DISTANCE AWAY.

c. A TIME-DISTANCE PLOT INDICATES ONE TARGET RETURN HAD SPEED APPROXIMATELY 250 MPH, ANOTHER 660 MPH, SUGGESTING PROPELLER TYPE AND JET AIRCRAFT RESPECTIVELY.

d. VISUALLY SIGHTING ONLY 3 SECONDS, BRILLIANT LIKE PLANET, MOVING WITH HIGH SPEED, BUT HORIZONTALLY, REPEAT HORIZONTALLY, AGAIN SUGGESTIVE OF AIRCRAFT.

e. AREA OF INCIDENT IS SCENE OF MANY FLIGHTS AND OPERATIONS OF NAVY AND AIR FORCE. HOWEVER, WE CANNOT CHECK THE COUNTLESS POSSIBLE ORIGIN OF AIRCRAFT AND THEIR FLIGHT PLANS.

f. ON BASIS OF ABOVE, MANEUVERS AND SPEEDS SUGGESTIVE OF CONVENTIONAL AIRCRAFT FOR MOST PART. HOWEVER, THE SUDDEN APPEARANCE AND DISAPPEARANCE OF THE TARGETS COULD BE INDICATIVE OF SPURIOUS RETURNS (FALSE TARGETS). IN ANY EVENT, MORE THAN ONE RETURN IS INDICATED, CONTRARY TO



DD FORM 1 MAY 55 173-1 ☆ U. S. GOVERNMENT PRINTING OFFICE: 1955—382

DOWNGRADED AT 3 YEAR INTERVALS;
DECL...

PRESS REPORTS.

PART III. LEVELLAND, TEXAS, "BLUE LIGHT" CASE. INFORMED BY COMMANDER, 1006TH AISS THAT INVESTIGATION PROCEEDING SATISFACTORILY. FURTHER DATA DISCLOSE FOLLOWING:

a. CONTRARY TO KEYHOE'S AND WASHINGTON PRESS REPORTS ONLY THREE, NOT NINE PERSONS WITNESSED INCIDENT.

b. OBJECT OBSERVED FOR ONLY FEW SECONDS, AND NOT LENGTHY PERIOD AS IMPLIED BY PRESS.

c. MIST, RAIN, THUNDERSTORMS AND LIGHTNING DISCHARGES IN SCENE OF INCIDENT, FACT NOT QUOTED BY NEWSPAPER RELEASES.

d. THE FOLLOWING POSSIBILITIES, REPEAT POSSIBILITIES, BEING CHECKED, WHICH COULD RESULT IN UNUSUAL PHENOMENA OBSERVED PARTICULARLY UNDER DARKNESS, MIST AND RAIN:(1) BURNING GAS FROM OIL OPERATIONS IN THE AREA,REFLECTING OFF LOW CLOUD CEILING EXISTING AT THAT TIME, (2) DOWNED POWER LINE GIVING OFF SPARK DISPLAY IN CONTACT WITH WET GROUND, (3) ELECTRICAL DISCHARGE OR SIMILAR PHENOMENA LIKE ST. ELMO'S FIRE CAUSED BY RIGHT COMBINATION OF WEATHER AND OTHER CONDITIONS, AND (4) "BALL LIGHTNING" A RARE, BUT NEVERTHELESS, POSSIBILITY IN VIEW OF LIGHTING DISCHARGES IN VICINITY.

PART IV. SIGHTING AROUND WHITE SAND PROVING GROUND, NEW MEXICO AREA. INFORMED THAT MAJOR GENERAL LEIGHTON DAVIS, COMMANDER HAS SET UP INVESTIGATIVE COMMITTEE TO LOOK INTO SIGHTINGS. REPORTED THAT PRINCIPAL [redacted] ENGINEER



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☆ U. S. GOVERNMENT PRINTING OFFICE: 1959—

FROM: COMDR ATIC

NICAP WAS IMMEDIATELY DISPATCHED TO LEVELLAND TEXAS TO INVESTIGATE. SIGNIFICANT TO POINT OUT THAT ALTHOUGH THIS ORGANIZATION CONTINUOUSLY IMPLIES USAF NOT QUALIFIED TO INVESTIGATE, OR DO NOT RELEASE THEIR FINDINGS, IT HAS NOT MADE ANY STATEMENTS REGARDING ITS OWN FINDINGS OR CONCLUSIONS. DESIRABLE IF NICAP WOULD MAKE ITS FINDINGS KNOWN FIRST, THEN USAF COULD QUERY HOW ANALYSIS PERFORMED AND CONCLUSIONS DERIVED. IN ALL PROBABILITY NICAP WILL LET USAF MAKE FIRST STATEMENT, THEN WILL MAKE THE USUAL CHARGES.

PART VIII. MAKING CHECK FOR INFORMATION REGARDING ATIC'S ENTRY INTO UFO PROGRAM AND EARLY HISTORY REGARDING DOCUMENTS WHICH BROUGHT THIS ABOUT.

DOWNGRADED AT 3 YEAR INTERVALS;
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DOD DIR 5200.10

[redacted]



☆ U. S. GOVERNMENT PRINTING OFFICE: 1956—88223-4

DD FORM 1 MAY 55 173-1

WITH THE MISSILE DEVELOPMENT CENTER, WHO MADE A STATEMENT TO ALAMOGORDO RADIO STATION REGARDING SUNBURN GIVEN OFF BY HEAT OF FLYING OBJECT THAT MADE A PASS NEAR HIS LOCATION, WAS TAKEN TO HOSPITAL FOR OBSERVATION.

PART V. REFERENCE DEMANDS OF [redacted] FOR RETURN OF HIS SAUCER FILM ALLEDGEDLY WITHHELD BY THE AIR FORCE. [redacted] IS TELEVISION EDITOR OF TV STATION KVWT, CLEVELAND. HAS PUBLICLY ACCUSED AF OF THIS. FOLLOWING IS QUOTED FROM LETTER TO AFCIN-X, DATED 9 MARCH 1954. QUOTE 1. AIR TECHNICAL INTELLIGENCE CENTER HAS NO RECORD OF HAVING RECEIVED SUBJECT FILM FROM (MARINE) PRIVATE [redacted] 2. LIFE MAGAZINE, IN RECENT TELEPHONE CONVERSATION WITH ATIC, INDICATED THAT IT (FILM) HAD BEEN ORIGINALLY TURNED OVER TO A NAVAL BASE. IF THIS IS THE CASE, THE FILM WOULD HAVE REMAINED WITH NAVAL INTELLIGENCE. UNQUOTE. IT APPEARS THAT [redacted] DESIRES TO COMMERCIALIZE ON THE CURRENT "SAUCER SIGHTINGS" FUROR.

PART VI. REGARDING POSSIBLE DECLASSIFICATION AND RELEASE OF BRIEFING GIVEN TO MEMBER OF OFFICE OF ASSISTANT SECRETARY OF DEFENSE, DR. ROBERTSON, REFERENCE IS MADE TO FORM AFHQ O-86 MESSAGE TO AFCIN-X1, DATED 18 OCTOBER 57, ATTENTION: MAJOR BYRNE ON SAME SUBJECT. IN BRIEF, THIS CENTER INTERPOSES NO OBJECTION TO RELEASE. HOWEVER, DECISION TO RELEASE LIES WITH AFCIN AND SAFIS.

PART VII. ATTENTION IS INVITED TO FACT THAT MEMBER OF [redacted]



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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

☆ U. S. GOVERNMENT PRINTING OFFICE: 1955—

JOINT MESSAGEFORM

SECURITY CLASSIFICATION: UNCLASSIFIED

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

KEARNEY, NEBR ([redacted]) UFO CASE 5NOV57

C

| PRECEDENCE | TYPE MSG (Check) | | | ACCOUNTING SYMBOL | ORIG. OR REFERS TO | CLASSIFICATION OF REFERENCE |
|---|---|---|---|---|---|---|
| | BOOK | MULTI | SINGLE | | | |
| ACTION | | | | | | |
| INFO PRIORITY | | | X | AF | | |

FROM:
COMDR ATIC

TO: ACS/I, WASHINGTON, D.C. ATTN: AFCIN-XL MAJ BYRNES

[redacted] FROM: AFCIN-4E4 CITE IC 41030

REFERENCE PREVIOUS MESSAGE IN EIGHT PARTS, DTD 8 NOVEMBER 1957. THIS IS ADDITIONAL INFO RE HIGHLY PUBLICIZED INCIDENTS.

REF. PART I OF PREVIOUS MESG: INVESTIGATION OF ANOTHER SOURCE IN AREA WHO CLAIMS THAT HIS IGNITION STALLED AT TIME OF [redacted] SIGHTING, DISCLOSED THAT HIS DISTRIBUTOR ROTOR WAS CHANGED IN HIS TRUCK DAY BEFORE. FURTHER; STATEMENT FROM MECHANIC INDICATES THAT PIECE OF OLD ROTOR LATER FOUED WEDGED IN BETWEEN POINTS.

REF. PART IV, [redacted] INCIDENT: HOSPITAL EXAMINATION REVEALS NO BURNS ON [redacted] UNDER EXAMINATION ADMITS THAT HE HAD EXPERIENCED RADIO FADE-OUT IN THAT AREA PREVIOUSLY. WITNESSES WHOM [redacted] CLAIMS TO HAVE JOTTED DOWN CANNOT BE FOUND AFTER DILIGENT SEARCH. [redacted] EVALUATED AS UNRELIABLE BY AF INVESTIGATORS.

SPECIAL INSTRUCTIONS

Classification Cancelled
By [redacted]
Auth. Director DoD
Date 13 MAY 1969
EFTO 2017, 2022
3 Jan 6[redacted]

| DATE 10 | TIME |
|---|---|
| MONTH NOV | YEAR 57 |

WRITER
SYMBOL: AFCIN-4E4
TYPED NAME AND TITLE (Signature, if required): Capt George T. Gregory
PHONE 69216 | PAGE NR. 1 | NR. OF PAGES 2
SECURITY CLASSIFICATION: UNCLASSIFIED

RELEASER
SIGNATURE
TYPED (or stamped) NAME AND TITLE
DOWNGRADED AT [illegible] INTERVALS; DECL[illegible] DOD DIR [illegible]

DD FORM 1 MAY 55 173 REPLACES CD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION: UNCLASSIFIED

FROM: COMDR ATIC

REF PART IV, MILITARY PATROLS INCIDENTS: INVESTIGATION MADE OF 3 OR 4 MEMBERS WHO OBSERVED UFOS AT SEPARATE TIMES IN WHITE SANDS PROVING GROUNDS. FOLLOWING DISCLOSED:

a. SOURCES AGES 17 to 21, QUITE IMPRESSIONABLE.

b. INDICATED THAT NOT PARTICULARLY OBSERVANT OR ANALYTICAL.

c. ALL MEMBERS HAD DISCUSSED PHENOMENA AMONG THEMSELVES, WHICH PROBABLY ACCOUNTS FOR ALMOST IDENTICAL STORIES.

d. THEY GAVE STORY FIRST TO LOCAL NEWSPAPERS.

e. ASTRO PLOTS INDICATE VENUS AT ITS MAGNITUDE AT TIME, PLACE AND DIRECTION OF FIRST PATROL'S OBSERVATION. MOON IN GENERAL DIRECTION OF SECOND PATROL'S OBSERVATION, WITH SCATTERED CLOUDS.

PASS ON TO MAJOR TACKER, SAFIS. CAPTAIN GREGORY COULD NOT CONTACT MAJOR TACKER, MONTS OR ASSISTANT SECRETARY OF DEFENSE OFFICE, SATURDAY. INFORMATION GIVEN TO MISTER HOWELL. ADDITIONAL INFORMATION NEGATIVE GIVEN TO LIFE MAGAZINE BY SOURCE. AISS DETACHMENT, NORTON AFB SAYS PRINT WILL BE OBTAINED SOON. ASSUMPTION GIVEN TO MISTER HOWELL NOW APPEARS VALID.

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

| SYMBOL | PAGE NR | NR OF PAGES | SECURITY CLASSIFICATION |
|---|---|---|---|
| APCIN-4D4 | 2 | 2 | UNCLASSIFIED |

DD FORM MAY 55 173-1

☆ U. S. GOVERNMENT PRINTING OFFICE: 1956

1ST Rept

1 of 2 4E4

3 4x12

CHE

6 Nov 57 09 23

FLASH UFO REPORT. CLAIMED CONTACT WITH SPACE SHIP

Date

60:35

JEDWP H0030 WPF096 YMB076KFA081KFG046AFGM003

PP RJEPHQ RJEDDN RJEDWP

DE RJEDKF 1GM

P 060928Z

FM COMDR 789TH ACWRON OMAHA AF STA NEBR

ND DESCRIPTION THEREOF. UNKNOWN

3.IF THE SIGHTING WAS MADE WHILE AIRBORNE, GIVE TYPE OF AIRCRAFT, DENTIFICATION NUMBER, ALTITUDE, HEADING, SPEED, AND HOME SKTATION.

'A

. TIME AND DATE OF SIGHTING; 5NOVEMBER 1957 CST

2000Z: -7 = 1300 hrs = 1:00 o'clock in the afternoon

1.ZULU TIME-DATE GROUP OF SIGHTING. 5 NOVEMBER 1957 2000Z

Radar units say

2.LIGHT CONDITIONS. DAY

. LOCATIONS OF OBSERVER(S). EXACT LATITUDE AND LONGITUDE OF EACH SERVER, OR GEOREF POSITION, OR POSITION WITH REFERENCE TO A OWN LANDMARK. GL0042 NEAR KEARNEY NEBRASKA

IDENTIFYING INFORMATION OF ALL OBSERVERS:

1.CIVILIAN--NAME, AGE, MAILING ADDRESS, AND OCCUPATION. [redacted]

[redacted], 48, BAKERSFIELD, CALIFORNIA, SEED BUYER.

WEATHER AND WINDS-ALOFT CONDITIONS AT TIME AND PLACE OF SIGHTINGS:

EAR 2200 FT BRKN. 15 PLUS. WINDS AT 7,000 360/10

1.OBSERVER(S) ACCOUNT OF WEATHER CONDITIONS. 2200 FEET BRKN. 15 PLUS

RE2.REPORT FROM NEAREST AWS OR U.S. WEATHER BUREAU OFFICE OF WIND

O RJEPHQ/HEDUSAF AFCIN WASHINGTON DC

INFO RJEDEN/COMDR CADF ENT AFB COLORADO SPRINGS COLORADO

INFO RJEDKF/COMDR 2ØTH AIR DIV RICHARDS GEBAUR AFB MO

INFO RJEDWP/COMDR ATEC WRIGHT PATTERSON AFB OHIO

BT

/U N C L A S S I F I E D/COMM 535 SUBJECT: UFOB.

A. DESCRIPTION OF THE OBJECT(S)?

1.SHAPE. 1ØØFEET LONG, 3Ø FEET WIDE, 12 FEET HIGH

2.N/A

3.COLOR. SILVER

4.NUMBER. ONE (1)

5.FORMATION, IF MORE THAN ONE. ONLY ONE

6.ANY DISCERNIBLE FEATURES OR DETAILS. STANDS ON FOUR LEGS WITH TWO TUBES ON EACH END 12 FEET LONG

7.TAIL, TRAIL, OR EXAUST, INCLUDING SIZE OF SAME COMPARED TO SIZE OF OB3:5(S). TRAIL OF BLUE HAZE OR SMOKE WHEN TAKING OFF

8.SOUND. IF HEARD, DESCRIBLE. NOT LIKE JET SOUND

9.OTHER PERTINENT OR UNUSUAL FEATURES. NONE

B. DESCRIPTION OR COURSE OF OBJECT(S):

1.WHAT FIRST CALLED THE ATTENTION OF THE OBSERVER(S) TO THE OBJECT(S)? FLASH OF LIGHT APPROX ONE HALF MILE FROM HIM

2.ANGLE OF ELEVATION AND AZIMUTH OF THE OBJECT(S) WHEN FIRST OBSERVED. ON THE GROUND

3.ANGLE OF ELEVATION AND AZIMUTH OF OBJECT(S) UPON DISAPPEARANCE. STRAIGHT 1ØØ FEET UP THEN MOVED OFF TO SOUTHWEST

4.DESCRIPTION OF FLIGHT PATH AND MANEUVERS OF OBJECT(S). WHEN IT TOOK OFF IT LEFT BLUE SMOKE

5.MANNER OF DISAPPEARANCE OF OBJECT(S). COLOR CHANGED TO BLEND WITH SKY

6.LENGTH OF TIME IN SIGHT. UNKNOWN

C. MANNER OF OBSERVATION:

1.MANNER OBSERVED. GROUND VISUAL

2.STATMENT AS TO OPTICAL AIDS (TELESCOPES, BINOCULARS, ECT.) USED

DIRECTION AND VELOCITY IN DEGREES AND KNOTS AT SURFACE IF AVAILABLE.

360/10

3.CEILING. BRKN.

4.VISIBILITY. 15 PLUS

5.AMOUNT OF CLOUD COVER. CLEAR

6.THUNDERSTORMS IN AREA AND QUADRAND IN WHICH LOCATED. NONE

H. ANY OTHER UNUSUAL ACTIVITY OR CONDITION, METEOROLOGICAL,

ASTRONOMI

R OTHERWISE WHICH MIGHT ACCOUNT FOR THE SIGHTING.

NONE

I. INTERCEPTION OR IDENTIFICATION ACTION TAKEN. NONE

J. LOCATION OF ANY AIR TRAFFIC IN THE AREA AT TIME OF SIGHTING.

TWO(2) DC-7,1 DC-6 IN GENERAL VACINITY

K. POSITION, TITLE, AND COMMENTS OF THE PREPARING OFFICER, INCLUDING

HIS PRELIMINARY ANYLYSIS OF THE POSSIBLE CAUSE OF THE SIGHTINGS.

1.EXISTENCE OF PHYSICAL EVIDENCE SUCH AS MATERIALS AND PHOTOGRAPHS.

BLUE STAIN ON TREE LEAVES, DIFFERENT PAIRS OF FOOTPRINTS, GREEN

FLUID ON THE GROUND

get sample

2.REMARKS. AT 0845Z, UNITED PRESS REPRESENTITAVE IN OMAHA, NEBRASKA

REPORTED THAT A PERSONEL FRIEND, [redacted], SHERRIFF OF

SCOTTSBLUFF COUNTY, NEBRASKA, SAID THAT [redacted] HAD [redacted]

YEARS IN [redacted],

WARRACK, [redacted]'S STORY AND [redacted]A

[redacted].

BT

36/1120Z NOV RJEDKF

Constant, periodic
Telephone input from Investigations
- field operations - due to the
pressure from newspapers upon
Pentagon PIO info. on the case.
Cmdr. [redacted] referred to

F-4E4
Capt. Gregory

6 November 57

SUBJECT: Brief Summary - Results of Investigation of "Space Ship" Incident, Kearney, Nebraska

TO: AFCIN-4X1, Mr. Arcier
AFCIN-4X3

1. Long distance telephone calls to FBI District Office, Omaha, Nebraska and OSI 5th District, Col Noll, W-PAFB for preliminary study, background resulted in the following:

a. [redacted]

b. Considered a [redacted] source.

c. This report is obviously a "hoax".

2. Sample of the "green fluid" from the space has been taken by the AISS. It will be in ATIC within a few days.

3. Major Byrnes and United Press has queried ATIC re this case.

George T. Gregory
GEORGE T. GREGORY
Captain, USAF

noted & Return

1010 Federal Office Building
Omaha 2, Nebraska
November 6, 1957

Colonel Kenneth W. King
District Commander, USAF
13th District Office of
Special Investigations
Offutt Air Force Base
Omaha, Nebraska

Dear Colonel King:

This is to confirm telephonic communication between you and Assistant Special Agent in Charge, A. L. Meyer, about 9:00 p.m., November 5, 1957, concerning an alleged landing of a balloon in the vicinity of Kearney, Nebraska around 4:00 p.m., November 5, 1957.

The following information was furnished to our Resident Agent, Joseph R. Partington, at Grand Island, Nebraska, by Chief of Police, Thurston Nelson, Kearney, Nebraska:

Nelson stated that on the afternoon of November 5, 1957, an individual by the name of [redacted] an employee of [redacted] Company, Inc., Brawley, California, a seed and feed company, a resident of Bakersfield, California, and at present a guest at the Fort Kearney Hotel, came to the Kearney Police Department and stated that about 4:00 p.m. he was looking over a milo crop south of Kearney and saw a flash of light, north of where he was and in the vicinity of the Platte River which flows near Kearney. [redacted] drove his car in the direction of the flash and as he neared the vicinity the motor in his car died and the battery would not turn it over. He said he left his car and walked a

SEARCHED ..... INDEXED .....
SERIALIZED ..... FILED .....
NOV 6 - 1957
FBI - OMAHA

short distance and near the river saw what he thought was a Navy balloon. He said he walked toward the balloon, which appeared silver in color, 100 feet long, 30 feet wide, 12 feet high, standing on four legs, and as he neared the balloon two men alighted from the balloon and directed a ray at him. He said this ray appeared to come from a flashlight-like instrument and it made him completely helpless physically although he could still hear, see and think. He said these two men then searched him and asked him aboard the balloon. He said they let him enter a door of the balloon and stand just within.

Mr. [redacted] said within the balloon were two more men and two women. The four men were dressed in conventional dress suits and the women in dresses. He said the two men who met him outside were the only ones of the six individuals who talked to him in English. He said these two spoke perfect English and told him, "Tell your people we mean no harm. We have been sighted before in the United States but you are the first person to come aboard."

[redacted] told Nelson he asked them where they were from and where they were going and they told him they could not answer his questions but in the near future he and everyone else would know about them. [redacted] told Nelson the two women aboard the balloon maintained positions near the instrument panels and spoke what he described as high German, which [redacted] said he understood. He said the women spoke only to each other and then only of the instruments. He stated rather than walk they would slide from instrument panel to panel. He said all six passengers appeared to be 35 to 40 years of age and human. He said suddenly one of the men told him they had to leave and he had to alight from the balloon. He said he got out of the balloon and it immediately took off in a vertical direction. He said after it had risen about 100 feet in the air it blended into the sky and he could see no trace of it. [redacted] stated there was a door at either end of the balloon. He said when inside its walls were completely transparent and he could see the surrounding countryside clearly.

Chief of Police Nelson stated he and a deputy sheriff went to the scene and there they saw foot tracks which they took to be those of the two men from the balloon and they also saw oil or what appeared to be oil which had apparently dropped from the balloon. Nelson stated he collected leaves from the area which had this oil on them and he has these at the Kearney Police Department. Nelson stated no one has reported seeing the balloon.

Nelson said he called the Bakersfield, California, Police Department and was advised [redacted] is reliable.

[redacted] is in Kearney buying milo seed and is to remain there about two months. [redacted] was interviewed at the radio station in Kearney by members of the press, radio and TV, and tape recordings were made for newscast.

For your information, at 8:00 a.m. on November 6, 1957, Captain George P. Gregory, an Intelligence Officer of the Air Technical Intelligence Center, Wright Air Force Base, telephonically contacted this office and requested information regarding the above. He was advised that all information pertaining to this matter had been furnished to your office. He stated that he would get in touch with your office later.

In the event any further information is brought to our attention we will immediately pass this information on to you.

Very truly yours,

JOSEPH E. THORNTON
Special Agent in Charge

KENNETH S. GOTOBED
COUNTY ATTORNEY

OFFICE OF
# BUFFALO COUNTY ATTORNEY
BUFFALO COUNTY COURT HOUSE
PHONE 35801
KEARNEY, NEBRASKA

J. KARR TAYLOR
DEPUTY COUNTY ATTORNEY

March 6, 1958

Lieutenant Gary Alexander
Unidentified Flying Objects Group
Air Defense Command
Colorado Springs, Colorado

Re: [redacted]

Dear Sir:

Pursuant to our telephone conversation of yesterday, March 5, 1958, this is a follow-up of information that I have which might be helpful to you in anyway which you might desire * to use it. Enclosed you will a copy of the type of hand bill that was circulated around Kearney, Nebraska on the 5th of March, * advertising the lectures and also you will find enclosed a mimeographed sheet which was handed out to persons who attended said lecture. A person who attended this lecture reported to me that there were only between 25 and 30 persons who attended the lecture. Whether or not there will be a larger crowd this evening, of course, I cannot forecast. There was no advance notice through any of the new media that this program would be in town, so if the purpose was to make a money making venture out of this, it was poorly handled. The observer who reported to me concerning the meeting commented that there was much talk by Mr. Otto and Mr. Aho that the authorities, the Air Force, were doing everything they could to keep this information from the public, there was also a comment according to this observer that the Air Force Investigators attempted to have Mr. [redacted] change his story. Of course, I know that is not the fact since I was present when Mr. [redacted] was being interrogated, and I know that you only attempted to take down everything he had to say.

My observer reports that Mr. [redacted] related at the lecture that he had another contact with this same space ship and the same occupants, on the 5th of February, 1958 near Elm Creek, Nebraska, a few miles west of here. He supposedly took a ride in it this time.

* I am also enclosing in this letter a copy of the report provided to me by the psychiatrist. As I recall, you asked me to furnish you such a report.

I doubt that this is of particular interest, however, it is forwarded to you in the outside chance that it may be of value.

Sincerely,

Kenneth S. Gotobed

KSG:par

[redacted] RELIABILITY, TELEPHONED THE CHIEF OF POLICE
[redacted] CALIFORNIA, [redacted] LOCAL TOUR, AND WAS
ADVISED BY THAT INDIVIDUAL THAT [redacted] WAS A SOLID CITIZEN
AND COULD BE CONSIDERED RELIABLE. NELSON THEN REQUESTED
THAT [redacted] SHOW HIM THE AREA WHERE THE BALLOON LANDED,
AND UPON ARRIVING AT THE FIELD, NELSON STATED THAT HE COULD
SEE WHERE THE LEGS OF SOME OBJECT HAD RESTED AND THAT THERE
APPEARED TO BE SOME AREAS WHERE OIL HAD APPARENTLY SPILLED.
NELSON TOOK SAMPLES OF THE OIL FOR LABORATORY TESTING. UPON
RETURNING TO KEARNEY, NELSON TELEPHONICALLY ADVISED THE FBI
RESIDENT AGENT AT GRAND ISLAND, NEBR. AT APPROX 2245 HRS

[redacted]

UNCLASSIFIED
57 MCGG 19338

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

PAGE FOUR RJEDDR 555

(CST) THELINTELLIGENCE DUTY OFFICER, HQS, SAC, WAS ADVISED
OF THE ABOVE INFORMATION. ON 6 NOV 57 MR. NEVER ADVISED
THAT THE FBI WAS NOT INVESTIGATING; THAT A LETTER SETTING
FORTH THE ABOVE INFO WOULD BE MADE AVAILABLE TO THIS OFFICE
AND THAT [redacted] BEING INTERROGATED BY OFFICERS, AIR DEFENSE
COMMAND. UPON RECEIPT OF FBI LETTER YOUR OFFICE WILL BE
FURNISHED COPIES. UNCONFIRMED INFORMATION RECIVED AT THIS
OFFICE ALLEGES SUBJECT WIATED FOR CHECK PASSING.

57 MCGG 19338

JT

Lorenzen not connected with Holloman Taken

29 JULY 1958

THE DAYTON DAILY NEWS

Considered the world's foremost psychologist

*INTER-PLANETARY?*

# Saucers Real, Researcher Says

ALAMOGORDO, N. M., July 29—(AP)—Dr. Carl Jung, Swiss psychologist, says in a report that Unidentified Flying Objects are real and "shown signs of intelligent guidance by quasi-human pilots."

"I can only say for certain these things are not a mere rumor, something has been seen," Jung said in the report released yesterday. "A purely psychological explanation is ruled out."

Jung, who started his research on UFO's in 1944, released his report through the UFO filter center of the aerial phenomena research organization here. It was released by L. J. Lorenzen of Holloman Air Force base.

"I have gathered a mass of observations of unidentified fly-objects since 1944," Jung said.

* * *

"THE DISCS do not behave in accordance with physical laws, but as though without weight . . .

"If the extra-terrestial origin of this phenomena should be confirmed this would prove the existence of an intelligent inter-planetary relationship. What such a fact might mean for humanity cannot be predicted.

"But it would put us without doubt in the extremely precarious position of primitive communities in conflict with the superior culture of the whites.

"That the construction of these machines proves a scientific technique immensely superior to ours cannot be argued."



**DR. CARL JUNG**
**Started Probes in 1944**

HALLUM FURNITURE
in Dayton's Fairgrounds
Now Completely Restocked
OPEN TONIGHT 'til 9:30

...VING A VEHICLE ALONG A ROAD IN THIS AREA DU NEAR THE PLATTE
...IVER, WHEN HE SAW A FLASH OF LIGHT WHICH APPEARED TO BE UNCLASSIFIED
...SCENDING TOWARD THE EARTH. AS THIS FLASH OF LIGHT DESCENDED,
...E MADE OUT THE OBJECT AS A BALLOON, WHICH ACCORDING TO HIM,
...AS APPROXIMATELY 125 FEET LONG, 30 FEET WIDE AND IT RESTED
...ON FOUR TRIPOD TYPE LEGS. [redacted] ALSO STATED THAT AS HIS
...AR APPROACHED, THE MOTOR INEXPLICABLY DIED. AS HE STOOD
...ATCHING, A DOOR IN THE BALLOON OPENED AND TWO MEN DESCENDED.
...O MEN APPROACHED HIM AND ONE OF THEM FLASHED A RAY OF LIGHT
...O HIS EYES WHICH TEMPORARILY PARALYZED HIM. THESE MEN THEN
...T OFF THE LIGHT, SEARCHED HIM, AND UPON FINDING NO WEAPONS,
...KED HIM, IN ENGLISH, IF HE WOULD LIKE TO INSPECT THE
...NTERIOR OF THE BALLOO, THE STATED THAT HE ACCOMPANIED THE
...O (2) MEN AND ENTERED THE BALLOON. FOUR OTHER INDIVIDUALS
...RE IN THE BALLOON - TWO MEN AND TWO WOMEN, WHO BEGAN
...PLAINING THE INSTRUMENTS IN THE BALLOON TO [redacted] IN HIGH
...RMAN WHICH [redacted] STATED THAT HE UNDERSTOOD. [redacted] ALSO
...TATED THAT, ALTHOUGH THE BALLOON WAS OPAQUE FROM THE OUTSIDE,
...ROM THE INSIDE IT WAS TRANSPARENT AND HE STATED THAT HE

57 MCGG 19338

DOWNGRADED AT ... YEARS.
DECLASSIFIED ...
DOD ...

UNCLASSIFIED

[redacted]

...GE THREE EJEDDR 559

...ULD SEE ALL OVER THE COUNTRYSIDE. AFTER ABOUT 20 MINUTES, H...
...HMIDT STATED THAT ONE OF THE MEN ADVISED THAT THEY WOULD
...VE TO LEAVE AND REQUESTED [redacted] IT TO LEAVE. [redacted] STATED
...AT HE LEFT, THE DOOR ON THE BALLOON CLOSED AND IT AROSE
...OUT 1... -2... FEET IN THE AIR, WHEREUPON IT DISAPPEARED.
[redacted] FURTHER STATED THAT THE BALLOON APPEARED TO BE SILVER
...ATED. [redacted] IMMEDIATELY RETURNED TO KEARNEY, NEBRASKA
...ERE HE TELEPHONED THE CHIEF OF POLICE OF THAT CITY, A MR.
...USTON NELSON, TO WHOM HE TOLD HIS STORY. NELSON, AS A
...ECK O... RELIABILITY, TELEPHONED THE CHIEF OF POLICE
...F BAKERSFIELD, CALIFORNIA, [redacted] HOME TOWN, AND WAS
...VISED BY THAT INDIVIDUAL THAT [redacted] WAS A SOLID CITIZEN
...D COULD BE CONSIDERED RELIABLE. NELSON THEN REQUESTED
...AT [redacted] SHOW HIM THE AREA WHERE THE BALLOON LANDED,
...D UPON ARRIVING AT THE FIELD, NELSON STATED THAT HE COULD

UNCLASSIFIED

PARAPHRASE NOT REQUIRED EXCEPT PRIOR TO CATEGORY B ENCRYPTION—PHYSICALLY REMOVE ALL INTERNAL REFERENCES BY DATE-TIME GROUP PRIOR TO DECLASSIFICATION

1-WHCA-OSI-ACTN

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[redacted] DRA663 07 NOV 57

PRIORITY

RJEDIR 595

[redacted]

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TO RJEDHQ/CCTS USAF WASH D C

INFO RJEDMP/9TH OSI DISTRICT IG USAF WRIGHT PATTERSON AFB OHIO

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[redacted] (13 OSI 366) PASS TO DIRECTOR, SPECIAL INVESTIGATIONS. SUBJECT: SIGHTING OF UNKNOWN OBJECT NEAR KEARNEY, NEBRASKA. THIS IS TO CONFIRM TELEPHONE CONVERSATION BETWEEN COL KENNETH W. KING AND MR. GILBERT LEVY AT APPROX [illegible] HRS (CST), 5 NOV 57. AT APPROX 2130 HRS (CST), 5 NOV 57, MR. A. L. MEYER, ASST SAC OMAHA FIELD OFFICE, FBI, TELEPHONICALLY ADVISED THAT HE HAD RECEIVED THE FOLLOWING INFORMATION FROM THE FBI RESIDENT AGENT AT GRAND ISLAND, NEBRASKA: A MR. R. O. SCHMIDT, A SALESMAN REPRESENTING A COMPANY KNOWN AS VALU-PAC, INC., OF BRAWLEY, CALIF, WAS INSPECTING A FIELD OF MILO AT

57 MCGG 19338 - 2

Classification Cancelled
Auth: Director DP
By [redacted]
Date: 13 MAY 1969
KFR 205-1, Para 1-12c
3 Jan 68

UNCLASSIFIED

PAGE TWO RJEDIR 595

APPROX 1[illegible] HRS, 5 NOV, NEAR KEARNEY, NEBR [redacted] WAS DRIVING A VEHICLE ALONG A ROAD IN THIS AREA AT NEAR THE PLATTE RIVER, WHEN HE SAW A FLASH OF LIGHT WHICH APPEARED TO BE DESCENDING TOWARD THE EARTH. AS THIS FLASH OF LIGHT DESCENDED, HE MADE OUT THE OBJECT AS A BALLOON, WHICH ACCORDING TO HIM, WAS APPROXIMATELY 1[illegible] FEET LONG, 30 FEET WIDE AND IT RESTED ON FOUR TRIPOD TYPE LEGS. [redacted] ALSO STATED THAT AS HIS CAR APPROACHED, THE MOTOR INEXPLICABLY DIED. AS HE STOOD WATCHING, A DOOR IN THE BALLOON OPENED AND TWO MEN DESCENDED. THE MEN APPROACHED HIM AND ONE OF THEM FLASHED A RAY OF LIGHT

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BT

/FOR OFFICIAL USE ONLY/ AISOC 215 PD PRELIMINARY REPORT ON KEARNY

NEBRASKA INVESTIGATION PD REFERENCE MESSAGE THIS ORGANIZATION CITE

AI SOC 2Ø9 PD INVESTIGATION SHOWS THAT SIGHTING WAS PROBABLY A

RESULT OF HALLUCANATION PD WITNESS HAS BEEN QUESTIONED EXTENSIBLEY

AND HAS SINCE B[redacted]

IN HASTINGS NEBRASKA PD A CHECK OF ALL PHYSICAL EVIDENCE HAS

FAILED TO PROVE THAT THE SIGHTING WAS ACTUAL PD THERE WERE NO

OTHER WITNESSES TO SIGHTING PD SAMPLE OF OIL MENTIONED IN PRESS

RELEASE HAS BEEN FORWARDED TO THE INIVERSITY OF NEBRASKA FOR ANALYSIS

BY LOCAL LAW ENFORCEMENT OFFICIALS PD RESULTS WILL BE MADE AVAILABLE

WHAT YOU CAN DO TO HELP BREAK THROUGH THE SECRECY ON
THE UNIDENTIFIED FLYING OBJECTS OR FLYING SAUCERS

It is known that Radar Reports and other data on UFO's (Unidentified Flying Objects ) or Flying Saucers is under the wraps of secrecy in the Military. All information is collected but the public is kept in the dark on this vital subject. What information is released is distorted and misleading. Why should this be so, asks the alert, intelligent American who pays the TAB for all of this. There is a rising demand for the Citizens RIGHT TO KNOW about all of the hidden facts and rightly so. A Constitutional Democracy cannot endure without an informed electorate.

THIS IS WHAT YOU CAN DO

1. Write intelligent letters to your STATE SENATORS & CONGRESSMEN --- also your UNITED STATES SENATORS & CONGRESSMEN. Ask for a free flow of information on this subject. Ask them to act as your elected Representatives in this matter to make certain that this information reaches the public.

2. Tell them about local interest, local sightings of UFO's, photos, Clubs and activities.

3. Ask that a civilian board be appointed to collect this information and release it to the public. Let the people evaluate these reports and this information. It belongs to the people.

4. Ask for an investigation by:

The Armed Services Committee -- Sen. Richard B. Russell, Ga., Chairman.
Senate Committee on Gov't Operations, Sen. John L. McClellan, Ark., Chm.
House Committee on Gov't Operations, Congressman John E. Moss, Chairman.
Gov't Appropriations, Sen. Carl Hayden, Ariz., Chairman. (Senate)
Gov't Appropriations, Sen. Clarence Cannon, Mo., Chairman. (House)

If the right committee for the job (Interplanetary Study) does not exist, ask that immediate steps be taken to accomplish this. MAJOR WAYNE S. AHO ---- Washington Saucer Intelligence, P.O. Box 815, Washington 4,D.C. has been to every Senator's office and every Congressman's office on this subject, and is continuing his work on Capitol Hill, until results are obtained. He has been told by government officials in the Senate and House that there is NO COMMITTEE IN EXISTENCE that is qualified for this specific assignment. Interplanetary Research is unique and new to our time. It is time for action to correct this weakness.

How else can we enter the Age of Space ?

5. It is time for us to face the issue squarely, The time has come for forthright answers. Let us end the doubletalk and evasion.

6. Request a REPLY

If America is to enter the SPACE AGE with honor, let us face up to the responsibilities of the Space Age. Let us -- rather than attempt to conquer space begin to UNDERSTAND Space. With this approach -- we too can become SPACE TRAVELERS

Here are two forms to address your letters:

For a Senator: Honorable Charles E. Potter
United States Senate, Washington 25, D. C.

For a Congressman: Honorable Gerald R. Ford, Jr.
House of Representatives, Washington 25, D. C.

Dear Sir - or Dear Senator Potter ---------- Very truly yours,
Dear Sir - or Dear Mr. Ford ---------- Very truly yours,

This is how YOU can help in bringing about many wonderful events.
Now let us hear from you.

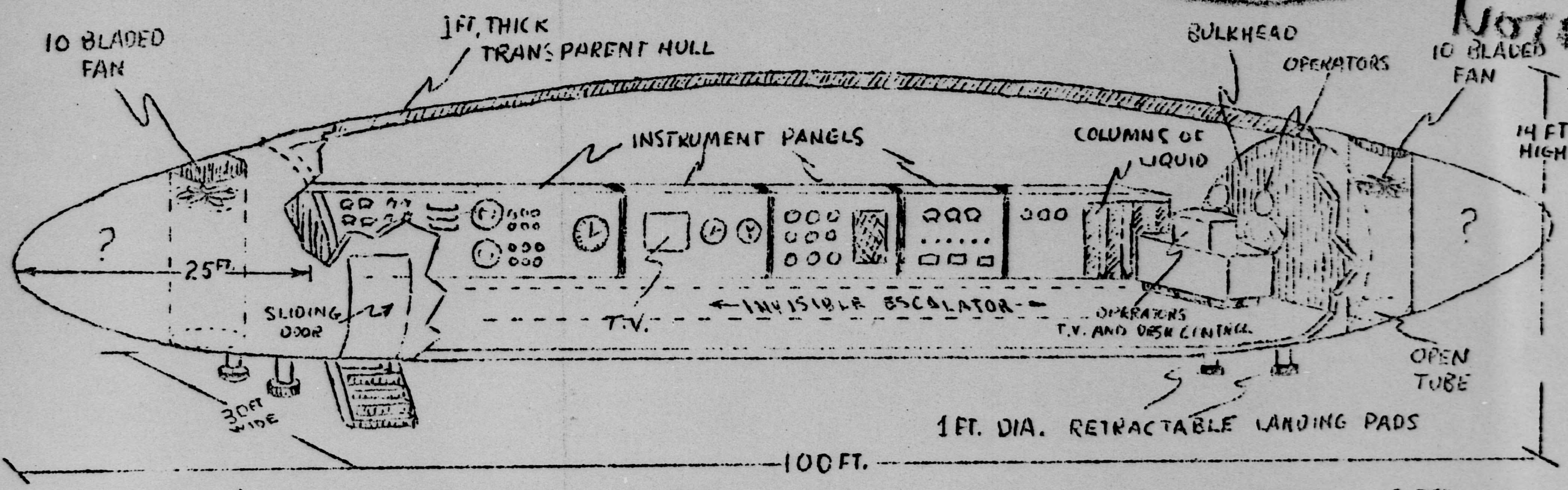
UFO

SUPPORT YOUR LOCAL CLUBS, ACTIVITIES, PUBLICATIONS

# SPACE SHIPS

## FACT NOT FICTION!!!

THIS IS AN ARTIST'S DRAWING OF THE SPACESHIP AS SEEN AND DESCRIBED BY [redacted]




# TWO LECTURES MARCH 5TH AND 6TH

KEARNEY NEBRASKA NATIONAL GUARD ARMORY

"SPACE SHIPS ARE VISITING THE EARTH, WHAT DOES IT MEAN TO YOU?"

"WHAT CAN YOU DO IN THE COMING CHANGES?"

PRESENTING: MAJOR WAYNE S. AHO, DIRECTOR OF WASHINGTON SAUCER INTELLIGENCE, P.O. BOX 815 WASH 4 D.C.
JOHN OTTO 7710 NORTH SHERIDAN, CHICAGO, ILLINOIS —WORLD'S MOST COMPREHENSIVE SAUCER PHOTOS.
[redacted] BAKERSFIELD, CALIF. —THE MAN WHO BOARDED A SPACE SHIP

AT KEARNEY, NEBRASKA NOV 5, 1957 AND ELM CREEK, NEBRASKA FEB 5, 1958

WH1

1ST LEAD [redacted]

KEARNEY, NEB., NOV. 7--(UP)--[redacted] THE MAN WHO WAS INVITED INTO A TRANSPARENT "SPACE SHIP" PARKED IN A CREEK BOTTOM SOUTHWEST OF HERE, WAS TAKEN THURSDAY NIGHT TO THE [redacted] HOSPITAL.

[redacted], 48, WAS C[redacted] BY THE BUFFALO COUNTY BOARD OF [redacted]

THE BOARD RULED ON THE RECOMMENDATIONSOF TWO EXAMINING PSYCHIATRISTS.

AUTHORITIES HAD EXPRESSED CONCERN FOR HIS WELL-BEING AFTER INFORMATION FROM HIS FAMILY ABOUT APPARENT "INSTABILITIES" AND GROWING DEMANDS ON HIM FROM UNIDENTIFIED PERSONS AND "CRACKPOTS."

PSYCHIATRISTS SAID EARLIER THE MAN WAS NOT PERPETRATING A HOAX IN HIS OWN MIND--HE ACTUALLY BELIEVED THE FABLE OF CLIMBING INTO THE STRANGE CRAFT AND CHATTING WITH ITS SIX OCCUPANTS.

HE ASTOUNDED KEARNEY RESIDENTS AND DREW NATIONWIDE ATTENTION WITH HIS FANTASTIC STORY ABOUT THE LARGE "FLYING CIGAR" TUESDAY AFTERNOON.

(INCLUDES EARLY)

JW1207QA..

HX6

SUB FOR 5TH AND 6TH PGHS [redacted]T KEARNEY: POLICE CHIEF THURSTON NELSON, ETC.

ALTHOUGH [redacted] CLAIMED HE WAS FROM BAKERSFIELD, HE WAS NOT LISTED IN THE BAKERSFIELD TELEPHONE DIRECTORY. HE SAID HE WORKED FOR THE [redacted] CO. AT BRAWLEY, CALIF., BUT BRAWLEY IS LOCATED 100 MILES FROM BAKERSFIELD.

KEARNEY POLICE CHIEF THURSTON NELSON TOOK CHARGE OF THE INVESTIGATION OF [redacted]T'S STORY AND WENT OUT TO THE CREEK BED WHERE THE BIG "SAUCER" WAS SUPPOED TO HAVE BEEN ROOSTING.

HE SAID HE FOUND THE TIRE TRACKS OF A CAR AND A SINGLE PAIR OF FOOTPRINGS LEADING FROM IT. THERE WERE ALSO IMPRINTS OF TWO PAIRS OF MEN'S FOOTSTEPS APPROACHING THE SINGLE PAIR, NELSON SAID.

MD953P.

HX7

GARBLED MSG ASK FOR RPT

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GODNIGHT 3 AM EST POINTS NX MI300A

BL/NX
FROM FBI, NOW TURNS OUT OUR KEARNEY, NEB., MAN WHO TALKED WI THE SO. STARTING O
GERMANS FROM MARS IS [redacted] AND A
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SEATTLE-MOORE-COTTON FITE --150 (CUDDY ASKING EARLY) AR RA11/5

UP34

(SAUCERS)

KEARNEY, NEB.--AUTHORITIES HELD A "HEART TO HEART" TALK WITH A SALESMAN, LATER DISCOVERED TO BE AN [redacted] WHO CLAIMED HE CHATTED WITH FOUR MEN AND TWO WOMEN IN A TRANSPARENT "SAPCE SHIP."

THE REPORT BY [redacted] OF BAKERSFIELD, CALIF., LAST NIGHT, STIRRED CONSIDERABLE EXCITEMENT IN THE KEARNEY AREA FOR A TIME. POLICE ROPED OFF THE SPOT WHERE THE "WHATNIK" ALLEGEDLY LANDED AND EXAMINED VARIOUS IMPRESSIONS AND OIL STAINS ON THE GROUND.

[redacted] STUCK BY HIS STORY, POLICE SAID THEY HELD A "HEART TO HEART" TALK WITH [redacted] LAST NIGHT AND PLANNED FURTHER QUESTIONING TODAY.

10/6--TS1032A

W. Telegram, Nov. 8 (1957 ?

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# Ya, Das Was Eine Grosse Space Ship

*By the United Press.*

A traveler in Nebraska said he saw and talked last night with the ordinary-appearing occupants of an apparent space ship.

Reinhold O. Schmidt, 48, of Bakersfield, Calif., came into Kearney, Nebr., white faced and shaken and asked to see a minister.

He told of talking with six occupants of a transparent "space ship" parked for repairs outside town, and stuck to the story through repeated questioning by authorities.

Many other sightings of unidentified flying objects were attributed by scientists to tricks of vision in persons who actually saw the bright planet Venus and other stars. The director of Harvard University's observatory, Dr. Donald H. Menzel, said many seeming "flying saucers" were really mirages caused by natural weather phenomena but some sightings appeared to defy all such explanations.

In Kearney, Mr. Schmidt, a grain buyer who once served a prison term for embezzlement, said he had been inside the ship with its four men and two women passengers who appeared to be ordinary mortals in ordinary clothes. They spoke to each other in German and to him in English, Mr. Schmidt said.

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## Held Over 'Spacemen'

*By the Associated Press.*

KEARNEY, Nebr., Nov. 8.—R. O. Schmidt, 58, the Brawley, Calif., man who Tuesday told of having visited a "space ship" manned by four "space men" and two "space women," last night was committed to the Hastings State Hospital.

W.T-S. 11/6/57

—THE INDIANAPOLIS STAR—

P[illegible]—THURSDAY, NOVEMBER 7, 1957

# Flying Object Stories Keep 'Zooming Up'

By INITED PRESS

An ex-convict stuck to his story of a chat with spacemen Wednesday and a Tennessee schoolboy insisted an inter-planetary flying machine landed outside his window.

Reports of more strange, unidentified flying objects zooming about the skies came from many other sections of the country and across the seas.

**Some reports were taken seriously and air force officials were investigating them.**

The most dramatic and eyebrow-raising stories came from Reinhold O. Schmidt, a grain dealer and ex-convict who insisted he talked to spacemen near Kearney, Neb., and Everett Clark, 12 years old, who said spacemen tried to kidnap his dog at Knoxville, Tenn.

SCHMIDT, 48 years old, appeared to be weakening in his story after intensive questioning by two Army intelligence officers and two investigators from the Continental Air Defense Command at Colorado Springs. Police also turned up discrepancies in his story. But Schmidt refused to back down entirely.

Schmidt, a Bakersfield, Cal., native, came driving into Kearney late Tuesday with a story that he had come upon a silvery, cigar-shaped "space ship" outside of town.

**Authorities half-believed there was something to Schmidt's story until he was revealed as a former convict who served time in the Nebraska penitentiary for embezzlement.**

At Knoxville, Everett Clark went Schmidt one better. He said he saw "a long round spaceship" settle down in a cow pasture right outside his window Wednesday.

The "spacemen" were either nasty or dog-loving, Everett said. They grabbed at his dog, Frisky, he said and then tried to kidnap another dog before they flew away.

EVERETT'S FATHER said the boy "is not given to telling stories." And a newspaper reporter and photographer said they saw "a peculiar imprint in the grass," 24 feet long and five feet thick.

Other reports of strange sky objects included:

James Moore, Pell City, Ala., said his car battery went dead Wednesday and he looked up to see "something" 200 feet up and 600 feet long.

**Residents of four Centralia, Wash., area communities said they saw a brilliant white vapor trail shooting from the ground to the right of the moon.**

An object the size of a small-sized football barely missed a 3-year-old girl and landed with a whistle and a thump in a schoolyard at Sunbury-On-Thames, England.

Two crewmen of a Coast Guard cutter which reported tracking a UFO on radar in the Gulf of Mexico were taken to New York for questioning.

2. KEARNEY, NEBRASKA "SPACE SHIP" INCIDENT - 5 November 1957 (UNCLASSIFIED)

a. On the morning of 6 November 1957, the Air Force received a UFO report, which, within a few hours had drawn nation-wide attention, and was given some prominence by both the press and television. According to (unofficial) reports, a space ship had landed on U.S. soil, was observed by a man named [redacted], who was driving nearby, and who, upon stopping to investigate was invited into the space ship by its crew.

b. According to [redacted], a seed salesman, a flash of light which stopped his car came from a nearby river bed, on which rested an object that he thought was a balloon. When he approached it, another flash of light came out of the space ship which paralyzed [redacted] momentarily, making him incapable of walking.

c. Two men came out and asked him if he was armed and then searched him. After the search, he was able to move and walk again and asked them what the ship was, and what they were doing. They said they couldn't tell him. He asked to see it closer and they said that as long as they couldn't leave for a few minutes, he might as well look at it. They started back to the ship and as they came near it a door opened on the left side. When he got into the ship he noticed that there were four men and two women. They all spoke to him in German.

d. The space ship was later described as approximately 100 feet long, 15 feet high, and 30 feet wide and rested on metal supports or "pads."

e. [redacted] stated that the interior was about forty feet long. Instruments mounted on aluminum stands lined the sides of the interior. He was unable to describe exactly any instrumentation except to say that a variety of circular and linear dials of various sizes were noticed. Both Roman numerals and ordinary numbers were noted on the dials. [redacted] stated that the interior of the object was lighted from an invisible source. No noise other than the crew talking was heard. It was possible to see through the sides, bottom and floor of the object, being perfectly transparent.

f. After 25 or 30 minutes they bid [redacted] goodbye and sped off in a Southwesterly direction, without a sound being made.

g. [redacted] was interviewed by both local authorities and Government investigators; and was later taken to the scene of the sighting by Air Force investigators. No marks where the struts of the object had rested were visible because the area had been walked over by newsmen. While he stated that the body of the object was less than three feet from the ground, many dry weeds and scrub trees of four or five feet high were unbroken or undisturbed in the location where the object rested. He was unable to provide a reason for this.

h. A spot of oil about 24 inches in diameter was found on the ground below where the fan of the object was located. The greenish oil covered the dry leaves and it was possible to obtain a sample from pools made on the leaves. A quart oil can was found about 30 feet from the location of the oil spot. The Veedol 10-30 weight can was identical to an unopened can found in the trunk of [redacted]'s car. A beer-type can opener found in [redacted]'s car made identical opening marks as on the can found at the scene.

i. After being interviewed by Air Force and other government investigators, [redacted] was examined by local psychiatrists for approximately two hours, who found that [redacted] was definitely [redacted]. It was further disclosed that he had an extensive [redacted] and had [redacted]. He was [redacted]. (The information in this last paragraph was publicly released by the majority of the nation's newspapers.)

# MEMO ROUTING SLIP

*NEVER USE FOR APPROVALS, DISAPPROVALS, CONCURRENCES, OR SIMILAR ACTIONS*

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REMARKS

This should please you

MR [redacted] ACTUALLY

POURED OIL IN THERE A FIELD TO SUBSTANTIATE HIS CLAIM THAT A SPACE SHIP HAD LANDED THERE!. HE WAS FOOLISH ENOUGH TO KEEP THE OIL CANS IN HIS CAR AND ANALYSIS PROVED THAT THE OIL RESIDUE IN THE CANS AND THAT IN THE FIELD MATCHED.

| | |
|---|---|
| FROM NAME OR TITLE: BIG FRIEND — | DATE: 1 Dec |
| ORGANIZATION AND LOCATION: | TELEPHONE |

DD FORM 1 FEB 50 95 Replaces DA AGO Form 895, 1 Apr 48, and AFHQ Form 12, 10 Nov 47, which may be used.

e48—16—74067-2 GPO

NEW CONTACTS

# Flying Saucer 'Rider' Lands in Prison Cell

Reinhold O. Schmidt, 64, former Bakersfield resident who claimed he had contact with spaceships and inhabitants of Saturn, was under a 1-10 year prison sentence Saturday in Oakland on two counts of grand theft.

Schmidt was convicted of persuading a 63-year-old widow to invest $5,000 in two "free energy" crystal mines he discovered while orbiting the earth in a spaceship.

Evidence at his trial indicated that he obtained "investments" of nearly $50,000 from others.

In 1960 while he was living in Bakersfield, Schmidt told of a 1958 encounter with a 200-ft. spacecraft from Saturn on a lonely Bakersfield road and of a subsequent ride with six inhabitants of the craft. He had lectured before several Los Angeles groups interested in flying saucers.

Schmidt also claimed that he had talked with occupants of a spaceship which he said had landed in a creek bottom in Kearney, Neb., in 1957.

ORIGINAL STORY — FRONT PAGE
SOLUTION + EXPLANATION — BACK PAGE NEXT TO LINGERIE ADS. (Go to speak)

# 'SPACE SHIP' STORY TELLER GIVEN HOSPITAL SANITY TEST

KEARNEY, Neb. Nov. 8—(AP)—The Buffalo county board of mental health last night ordered R. O. Schmidt, 58-year-old Brawley, Cal., "space ship" story teller, committed to the Hastings State hospital for observation and treatment.

Schmidt last Tuesday told a story of visiting on the banks of the Platte river a space ship manned by four space men and two space women.

Schmidt was committed to the hospital after the psychiatrists from the institution reported the grain buyer to be "very ill" and needing help immediaely.

HX5

KEARNEY, NEB., NOV. 5--(UP)--A CALIFORNIAN SAID TONIGHT HE CAME UPON A CIGAR-SHAPED "SPACE SHIP" ON THE NEBRASKA PRAIRIE AND CHATTED WITH THE FOUR MEN AND TWO WOMEN INSIDE IT.

REINHOLD SCHMIDT, 48, A GRAIN DEALER FROM BAKERSFIELD, CALIF., SAID THE INHABITANTS OF THE "WHATNIK" SPOKE IN ENGLISH AND GERMAN AND TOLD HIM "IN TIME YOU WILL FIND OUT WHAT WE ARE DOING."

AFTER 20 MINUTES OF PLEASANT CONVERSATION, SCHMIDT SAID, HE GOT OUT OF THE FLYING MACHINE AND IT ROSE SILENTLY UPWARD, "LIKE A HELICOPTER."

AN FBI AGENT FROM GRAND ISLAND, NEB., WAS DISPATCHED TO KEARNEY TO INVESTIGATE [redacted] STORY.

POLICE CHIEF THURSTON NELSON MEANWHILE BACKED UP SOME DETAILS OF [redacted] CLAIM.

HE SAID HE FOUND THE FOOTPRINTS OF TWO MEN APPROACHING A SINGLE SET OF FOOTPRINTS, PRESUMABLY [redacted], IN A SANDY EXPANSE OUTSIDE KEARNEY.

THE THREE FOOTPRINTS THEN ADVANCED TOGETHER AND SUDDENLY DISAPPEARED, AS IF THEY HAD BEEN YANKED UPWARDS, NELSON SAID.

POLICE SAID THEY ALSO FOUND A GREENISH, GREASE-LIKE FLUID ABOUT THE AREA WHERE [redacted] SAID HE VISITED WITH THE "WHATNIK" INHABITANTS.

[redacted] DROVE INTO KEARNEY LATE TODAY, WHITE-FACED AND ASKING TO SEE A MINISTER.

HE SAID HE WAS DRIVING NEAR KEARNEY IN SOUTH-CENTRAL NEBRASKA ON A GRAIN-BUYING EXPEDITION WHEN HE SPOTTED A SILVERY OBJECT WHICH LOOKED LIKE A NAVY BLIMP.

"I GOT WITHIN 60 FEET OF IT AND MY CAR STOPPED," HE SAID. "I GOT OUT AND WALKED CLOSER. IT WAS 100 FEET LONG, 30 FEET WIDE, AND 14 FEET HIGH, AND STANDING ON FOUR POSTS.

"AS I APPROACHED, A RAMP LIKE A STAIRCASE CAME OUT. TWO MEN EMERGED AND ONE FLASHED SOMETHING AT ME LIKE A FLASHLIGHT. FOR SECONDS, I COULDN'T MOVE. THEN ONE SAID 'WE'LL HAVE TO BE HERE A LITTLE WHILE--YOU MAY AS WELL COME INSIDE."'"

HE ENTERED THE CONTRAPTION, [redacted] SAID, AND FOUND TWO MORE MEN AND TWO WOMEN. THEY SEARCHED HIM AND SPOKE WITH A GERMAN ACCENT, HE SAID. [redacted] SAID THE WOMEN WERE BRUNETTES, ALL OF THEM WERE DRESSED IN EVERYDAY CLOTHES, AND TWO OF THE MEN WORE MUSTACHES.

THE WALLS OF THE BLIMP* WERE TRANSPARENT FROM INSIDE, SCHMIDT SAID. THE WOMEN APPEARED TO BE WORKING ON THE SHIP'S WIRING AND ALL THE PASSENGERS SEEMED TO MOVE ABOUT THE SHIP ON A CONVEYOR OR MAGNETIC FIELD, HE SAID.

"THEY TOLD ME TO LOOK AROUND BUT THEY WOULDN'T ANSWER MY QUESTIONS ABOUT THE SHIP," [redacted] SAID. "ALL THEY WOULD SAY IS 'TELL THE PEOPLE WE'RE DOING NO HARM."'"

ALTHOUGH IT DID NOT TALLY WITH COMMON CONCEPTS OF SPACE TRAVEL, SCHMIDT INSISTED THE BIG BALLOON WAS PROPELLED BY TUBES FITTED WITH HUGE PROPELLERS.

FINALLY, HE SAID, THE "SPACE PEOPLE" TOLD HIM TO GET OUT, ASSURING HIM HIS CAR WOULD START.

AS HE RETURNED TO HIS AUTO, HE SAID, "THE THING JUST TOOK OFF IN THE AIR LIKE A HELICOPTER. IT SEEMED TO CHANGE COLOR AND BLEND INTO THE ATMOSPHERE, BUT I THINK IT WAS GOING SOUTHEASTM"

THE "SPA

INTO THE ATMOSPHERE, BUT I THINK IT WAS GOING SOUTHEAST."

THE "SPACE PEOPLE" KEPT THEIR PROMISE, [redacted] SAID. AS THE "WHATNIK" FADED AWAY, HE TRIED TO START HIS CAR AND SUCCEEDED ON THE THIRD TRY.

FK919P

-95-

* Schmidt later called it a "space ship"

C

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HX10
SUB 5TH AND 6TH PGHS SCHMIDT KEARNEY, BEGINNING ALTHOUGH
[redacted] CLAIMED.
BAKERSFIELD POLICE TOLD AUTHORITIES HERE THAT [redacted], MARRIED AND THE FATHER OF THREE CHILDREN, WAS KNOWN TO THEM AND HAD A BAKERSFIELD MAILING ADDRESS. MEANWHILE, [redacted], AN EXECUTIVE OF THE VAL-U-PAK CO., [redacted] EMPLOYER, CONFIRMED HE ORIGINALLY WAS FROM BAKERSFIELD AND NOW WAS IN NEBRASKA WORKING FOR A RELATED FIRM AS A GRAIN BUYER.
KEARNEY POLICE CHIEF THURSTON NELSON TOOK CHARGE OF THE INVESTIGATION AND VISITED THE CREEK BED, WHERE THE BIG "SAUCER" WAS SUPPOSED TO HAVE LANDED, WITH DEPUTY SHERIFF DAVID DRAGE AND KEARNEY CITY MANAGER RAY LUNDY.
"I FEEL DEFINITELY SURE THERE WAS A MACHINE DOWN THERE," NELSON SAID.

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WH (HXN)

RE UR SAUCER SPOTTER: MAN AND FIRM UNLISTED IN BAKERSFIELD, MAN UNLISTED IN BRAWLEY AND FIRM UNANSWERS. EFFORTING. OUTPOINT IF [redacted] FROM BAKERSFIELD, UNLIKELY HE WORKS IN BRAWLEY WHICH IS SOME 100 MILES DISTANT. EFFORTING "SAUCER MOVIES."

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HC 11/5.

TC733P..

NBA AQU MTFC

FLYING SAUCERS OCT 57

# The KEARNEY INCIDENT

By

**Reinhold O. Schmidt**

**There has been so much controversy regarding the strange adventure of Richard O. Schmidt in contacting a flying saucer which eventually took him for a ride that we have asked him for his own story. Here it is . . .**

My name is Reinhold O. Schmidt. I am a grain buyer from California. On October 25, 1957, I was transferred from Arizona to Kearney, Nebraska, by my employer, a firm of Brawley, California. At other times of the year I buy grain for another company of Los Angeles, California. In leaving Arizona, I left a foreman in charge of my corn picking and shelling operations at Willcox, Arizona. I was using three Minneapolis-Moline picker shellers there which I had purchased on contract.

The afternoon of November 5, a dark and misty day, I was inspecting some fields of milo and corn that I had bought, and some that I planned to buy. I was four miles south, and a mile east of Kearney, when I turned to the left on a river road to inspect a large field of milo. After looking it over, at about 2:30 P.M., I drove to an abandoned farm home to turn around. Just as I was about to turn into the drive, I noticed a large bright flash about a quarter of a mile ahead of me. I figured somebody was blasting trees-although I heard no report - and instead of turning around I decided to drive ahead and see what was going on.

I drove toward the river bank and when I was within approximately 100 feet of it, my car stopped. I turned the switch off and on several times, and stepped on the starter, but it was completely dead. I wondered if the rough road had jiggled some of the wires loose. When I looked up I saw what appeared to me to be a large half-inflated balloon. I got out of the car and walked toward it; coming around a clump of willows and tall grass I got a better look at it, and I realized it wasn't a balloon, but a large silvery ship of some kind of metal that looked

like polished steel or aluminum.

When I was about 30 feet from the ship a pencil-like stream of light shot out from the ship and hit me across my upper chest. I don't know whether I was scared stiff or paralyzed by the ray of light, but anyway I couldn't walk or move my arms. Then a door slid open in the ship and two men came out toward me. They asked if I was armed; I said, "No," but they frisked me anyway. However, they didn't take anything from me. By this time I could move again. I asked them what they were doing there, what kind of ship this was, and where they were from. They said they couldn't tell me that at this time. I asked if I could come closer to see the ship. They said, "Yes," - for they couldn't leave for a few minutes anyway, and I was invited to come aboard. Inside, the leader said I could look around, but not to touch anything.

From the outside, this ship appeared to be a solid piece of metal without portholes or windows. The only opening I could see was the doorway we entered. Inside, it was entirely different; the walls looked more like glass, and I judged them to be a foot thick, but you could look right through them! You could look up and see the sky, look down and see the weeds and brush - look out and see the trees and the entire countryside!

There were four men and two ladies inside the ship. The men were dressed in street clothes, approximately 5'8" tall, weighing about 170 pounds; the two ladies appeared to be about the same height, weighing about 120 - 130 pounds, and I guessed their ages to be about forty. Their complexions were rather dark, about like a sun tan. The ladies were brunettes and wore light colored blouses and dark skirts, and medium heeled shoes.

The two ladies sat behind a large desk at one end of the ship all the while I was inside. On the center of their desk was a large instrument which looked like a TV set. Also at this end of the ship there were four columns of colored liquid - red, green, blue and orange. Tnese tubes were approximately 4½ feet high and 6 inches in diameter. The liquid was slowly moving up and down like pistons in an automobile. The girls seemed to be watching these tubes very closely.

The other three men worked on the instrument panel. This panel covered one side of the large center room and seemed to be filled with clocks, dials, buttons and switches. In the center of the panel was another large screen of some sort. It, too, looked much like our TV screen, but it was not operating while I was there. I saw one of the men clip off some short wires. I looked over the panel for identification of the instruments. I thought I might be able to see where they had been manufactured. There was no lettering of any kind either on the inside or the outside of the ship, but I did see some regular and Roman numerals on the instrument panel.

Later, I estimated that this large room in the center of the ship must have been about 50 feet long and 30 feet wide and about 14 feet high. At each end of the ship were rooms approximately 25 feet long which I was not permitted to enter. But when I looked down at the ship from the river bank and up at it when it took off, I could see a large tube about 12 feet in diameter in each end of the ship. In each of these tubes was a large 8 to 10 bladed fan. What these fans were used for, I don't know; I didn't notice any breeze or dust caused by them on the takeoff.

Another thing about the ship that

scientists. I decided to go to the minister of my faith and tell him about it and ask him what to do.

He wasn't in. Then I drove over to the police station and asked them if they had seen the sheriff. The sheriff was out of town on a vacation, they said, but the deputy sheriff was at the courthouse. They called him and made an appointment for me to meet him there. I went to the courthouse and told the deputy what had happened that afternoon.

The deputy was the first person to hear of my experience. He said, "Let's get out there." We got into his car and started out. On the way he said, "This is quite a coincidence. Did you hear the siren blow at noon today?"

"Yes," I said, "I was in my room at the hotel at the time and I thought it was a fire."

"No," he said, "someone called and reported a strange object or ship in the sky moving toward Kearney."

When we got to the scene of the ship's landing we could see the imprint of the four hydraulic rams on the dry bed of the Platt River. Also, toward one end of the spot where the ship stood we found some oil on the sand and leaves. It was dark green in color, fine in texture and sweet smelling, but where it really came from, I do not know.

I suggested to the deputy that we rope off this area and get some guards out there. But he wanted to go back to town and get some of the other officials and see what they said. We went back to Kearney and reported to the chief of police about my experience and what we had seen. Then the chief wanted to go out there and he asked the city attorney to go along. We also picked up a reporter from the local newspaper. There were five of us then, on this second trip - and we drove out in the police car with the siren going all the way.

Everybody saw the imprints and the oil in the sand and they all agreed that there had been a large object of some kind setting there. The deputy and I stepped off the distance between the imprints in the sand and we estimated the ship to be 100 feet long and 30 feet wide; and I estimated it was about 14 feet high.

I again asked if they didn't think it a good idea to rope off this area and call someone in authority and report the ship. They said it wouldn't be necessary as there were five witnesses here and they were convinced that a large ship had landed here.

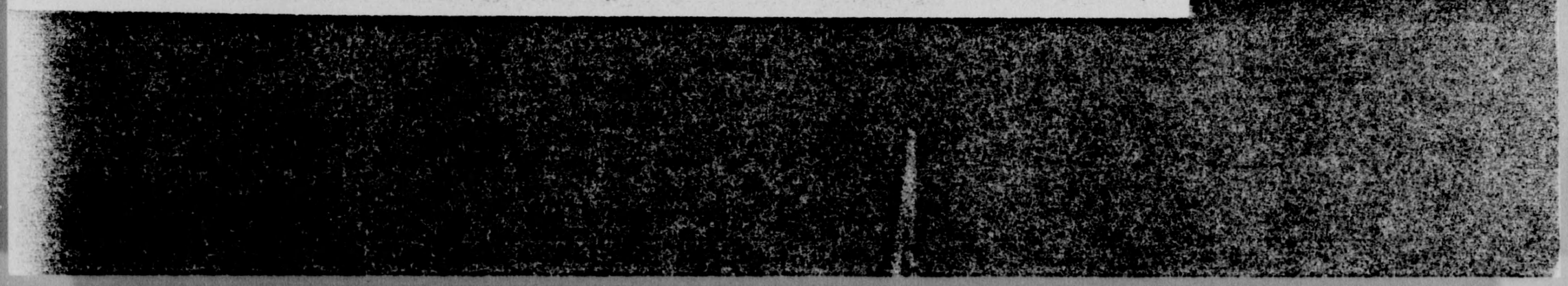
We gathered some of the greenish oil in a small mustard glass we found on the river bank. The chief of police said he would have it tested. We drove back to town and they left me off at the Fort Kearney Hotel where I was staying.

I felt I had done my citizen's duty in reporting the ship and now I was through. I sat down in the lobby and was watching TV when the local program was cut off for a special news flash—

"SPACESHIPS LAND AT KEARNEY, NEBRASKA"

This was put on the air without my knowledge or permission. In fact, I had not even called the object a spaceship as I did not know what it was.

About thirty minutes later the phone began to ring and everybody - reporters, photographers, citizens, etc. - wanted more information. The chief of police then called me and asked me if I would come over and help answer the telephones as he too was swamped with calls. I went over to the police station and the chief turned his office over to me with two phones. I answered those two phones and the chief took calls



fascinated me was the way the occupants would glide instead of walk across the floor when they stepped back from the instrument panels! Although it worked like an escalator, I couldn't see anything move, and when I tried it, it didn't work for me. I wondered if they had something special on their shoes.

All of the occupants of the ship greeted me and bid me farewell. In leaving, they said, "We will see you again." (Little did I realize that they meant what they said!) Other than that, the one man did all the talking. And by the way, this man looked and talked just like a man that was watching TV with me in the hotel lobby the night before. On the ship he said, "Tell your people we know that they have seen this ship before and they will see it again."

He also asked me if I knew anything about the U.S. satellite program. I said I did not. Then he said, "Yes, they're planning to send some up, but the first two will never leave the ground and the third one will go up, but won't send back much data."

This prophecy has since proved itself.

They all spoke to me in the English language with what seemed to me to be a German accent. Among themselves they talked high German which I could understand as I graduated from a school where they spoke and taught German as well as English, and I was able to speak, read and write German at that time. I can still understand it and speak it fairly well.

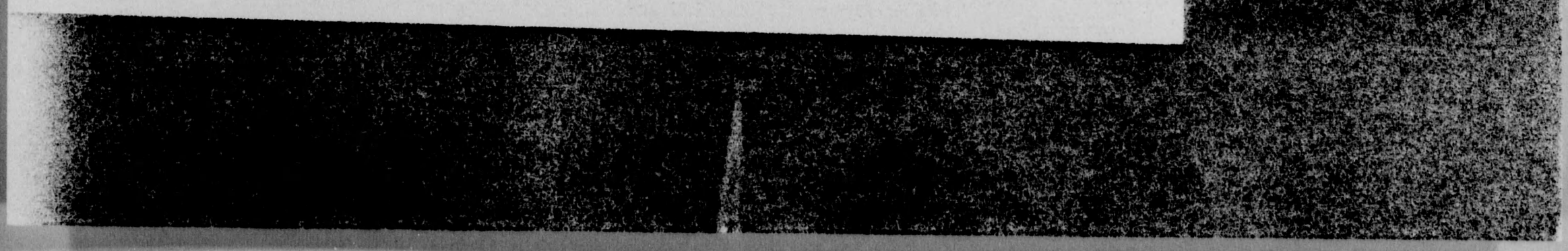
After being inside the ship about 30 minutes, one man said to the other, "Wir sind fertig." Translated, this means, "We are finished." So the leader told me, "You will have to leave now." I was glad to hear this, for I wondered if I would ever get off that ship again.

When I stepped off the stairs onto the ground the motor started. It sounded like a large electrical motor to me, and the more momentum it picked up, the quieter it got. It ran for about twelve seconds and then the ship took off straight up into the air. Approximately twelve feet off the ground the entire ship turned a pitch black; when it was about one hundred feet in the air it turned to a bluish green. Then it headed southwest - there was a brilliant flash - and the ship disapppeared before my very eyes! I estimated the ceiling of the clouds that day to be only about eight hundred feet, but the ship disappeared long before it hit the ceiling - I judged at about one hundred fifty feet from the ground. It was reported to me later by a county official that it had stalled a tractor, two cars and a large truck that were beneath its path.

While aboard the ship I was told not to start my car until they were out of sight as it wouldn't start anyway. This was the first time I knew that the ship had stopped my automobile. After the ship disappeared (about 3:15 P.M.) I went back to my car - now it started - I turned it around and started for Kearney.

Then the impact of the experience really hit me, and I was so shaken I had to stop the car and pull myself together.

I debated whether to report my experience or not. I was afraid if the report of the ship got out, people wouldn't believe it and I might lose my job. Then I remembered hearing over radio and TV that the government wanted skywatchers and that they were to report any unidentified objects in the skies. I realized then it was really my duty as a citizen to report the ship. In fact, my own idea at the time was that this was a Russian ship manned by German



their oil did not smell! Later, I discovered some of the oil had been poured out in the trunk of my car and over my laundry. I ask you, what man would leave a half-full can of oil standing in the trunk of his car?

Although it was reported to me that the two Air Force officials from Colorado Springs, Colorado, arrived in Kearney during the night, they did not meet or talk to me until about 11 a.m. the following morning (November 6). Then they asked me to tell them of my experience and they recorded it on tape.

While in this session, one of the local officials from Kearney wondered out loud how the ship could go straight up. Forgetting himself, one of the Air Force officials said, "Oh, we know what makes it go straight up."

In the meantime, local officials went back on the air and TV and denounced my experience as a hoax.

Once I was confined to the jail I was cut off from all phone calls and contacts. My employer placed a person-to-person call to me for three days that was never completed.

The next day (November 7) there was talk about a mental hearing. I asked to get to a telephone: I wanted to call my brothers and have them bring one of their attorneys. The officials wouldn't permit me to use the phone.

"We have good attorneys here in Kearney," they said. And running through the list of attorneys in the 'phone book, "Here's a good fellow."

They called him and when he arrived I saw he was the assistant city attorney.

The first thing he said was, "We don't believe your story, and we want you to change it."

"Well, I have news for you," I said. "I don't want you for my attorney."

But the next day it was announced in the local paper that I had an attorney of my choice.

About 11 o'clock at night then (November 7), I was called to a meeting of a mental hearing board. Members of the board were:

The chief of police
The county attorney
The clerk of the district court
The deputy sheriff
A doctor

This meeting was held behind locked doors in an upstairs room above the fire department. A local radio announcer knew the meeting was to be held and was trying to locate it - he inquired all around town until he finally found out from a local cop, too late to attend the meeting.

When the doctor arrived he asked me just three questions:

1. "How do you feel about the people of Kearney, Nebraska?"

I said I had no hard feelings toward anyone.

2. "Do you still maintain that you saw that ship?"

"I certainly do."

3. "Are you willing to go to the mental hospital and have some mental tests?"

"No," and I further answered that I did not intend to go to the hospital, and if they insisted on taking me they would have to pay the bill.

In about fifteen minutes I was on the way to the hospital at Hastings, Nebraska, accompanied by the chief of police, the county attorney and the deputy sheriff. On the way up the fellows kidded me about having pretty nurses and a nice rest.

"Well, fellows," I said, "You can have your fun now. I'll have mine later on."

I was admitted to the hospital that night.

Before the hearing, however, one of the local officials called my broth-

in the outer office.

This went on for approximately sixteen hours with photographers and newsmen coming in from surrounding cities and even other states. At 9 P.M. the chief of police and I appeared on a local radio station. At 10 P.M. we appeared on a local TV station. These programs were released on national networks.

There was a school bond election that night in Kearney. Some folks said the excitement was started to spoil the election. Nevertheless, the bond issue carried.

So many reporters and other interested folks flocked to the city that there was a traffic jam for blocks around the police station. Within the police station there was standing room only. The last trip I made to the site of the landing that night was 3 A.M. Even at that time there were about thirty cars out there and a crowd of people milling around.

The activity continued all night long until between 5 and 6 A.M., when the officials changed their story and suggested that I change mine too. I told them they could change their story if they wished, but I wouldn't change my story unless it was for the security of the United States. This they couldn't prove, so I stayed with it. Then they asked me if I would take a lie-detector test.

"Not now," I said, "I've been talking for sixteen hours, but I will after I have had a few hours' rest."

By that time I was hoarse from talking; I had been under the photographers' lights for about fifteen or sixteen hours. I told the officials I was going back to my hotel room then and go to bed. But the chief of police said I couldn't do this for they were going to hold me.

"For what reason?" I asked.

They didn't know, they said, but they were just going to hold me, and they did.

So I went to bed in jail. When I got up a few hours later I asked them if they wanted me to take the lie detector test. They said it wasn't necessary. Later I was advised that I was right in refusing to take the test when I was in a state of hunger, fatigue and strain. But I will still take the test if the officials of Kearney will take it with me.

About 10 A.M. that morning (November 6), the county attorney brought in two oil cans to me and he said they had found some evidence and I might just as well change my story. He said the empty can was found within a few feet of where the ship was supposed to have stood. The other partly filled can, he said, was of the same lot number and was found in the trunk of my car with the can opener beside it.

I told him he would have to think up a faster one than that. Either he couldn't see, or I couldn't see, or all the officials of Kearney couldn't see, or about five or six hundred other people who had walked up and down the river bed all afternoon and night couldn't see. For the oil can was supposed to have been found just that morning - within a few feet of where the ship had been standing. I suggested they take the fingerprints off the cans they found, but to my knowledge, they did not.

The cans they showed me had circular holes in them. The can opener I had in the car cut a triangular hole. The two cans of oil in question were of the Veedol brand. I still have the two cans of oil in my car that I had been carrying with me then - one is of the RPM brand and the other Skelly. A local radio announcer told me later on that the Veedol Co. had announced that they sold 5,000 or more cans of oil a day and they wanted the public to know

My boss vouched for my sanity and stability, and my other employer from Los Angeles sent a letter in the form of an affidavit to the hospital vouching for my business judgment and honesty. They stated I had bought thousands of dollars of grain for them and they never had any occasion to doubt my ability or character.

I was released from the hospital that day.

On the whole, my stay at the hospital was quite pleasant. I had a private room, and I got along swell with the doctors and nurses. Except for one psychiatrist.

"I'm going to ask you a series of questions," he said, "and I want you to answer with the first thing that comes to your mind, whether it answers the question or not."

The first question was, "Who was smarter, George Washington or Abraham Lincoln?"

"I don't know," I replied "I wasn't even born then."

The next question: "If you weren't a human being, what would you rather be?"

"I'd rather be a psychiatrist!"

With that he slammed his book shut.

I asked if that was all the questions.

"Yes," he said. "In court our record doesn't stand up anyway."

Back in Kearney, I said to my boss, "Well, do I still have a job?"

"You certainly do," he said. "I made a little investigation here in Kearney myself for three days before I came to the hospital and all the people I talked to were behind you."

So he suggested we put an ad in the local paper stating I was back in Kearney buying grain again. The ad ran as follows:

"ATTENTION
MILO AND CORN GROWERS
That crazy grain buyer from California is still around and would like to bid on your grain. Will pick it up at your farm in twenty ton trucks.
Call me at the Fort Kearney Hotel.
Reinhold O. Schmidt, Brawley, California."

The paper came out that afternoon, and by evening I had a stream of phone calls from farmers offering to sell their grain to me. If I could have managed the transportation of it I could have bought thousands of tons of grain that night.

I bought grain around Kearney for three months after that and, on February 5, I was looking over a field about twenty miles west of Kearney near Elm Creek.

I was driving along a country road about fifty miles per hour when suddenly my car stopped with a braking effect. (I was driving the same car as before - a 1955 Buick Super.) The same ship hovered down beside me inside the fence of a meadow! I thought to myself, "Well, here it goes again!"

I got out of the car and was walking toward the fence when another car drove by with a man and a woman and a little child in it. I waved at them to stop, hoping to have some witnesses, but they hurried by even though they looked right at me. I don't know whether they saw the ship or not. By the time I climbed the fence, the door of the ship slid open and the same man who talked to me on the first contact asked me if I would do them a favor.

I told them I would be glad to if it was at all possible. Then they invited me into the ship and asked me if I would care to take a little ride as it would cause too much commotion for them to remain beside the road.

The ship rose straight up into the air, and when approximately 150 to 200 feet up, the man turned to me

er at Hastings, Nebraska, and another brother in Grand Island and told them I was a suicidal risk. (It was said they had taken my tie, belt and shoe strings out of my cell. The truth of the matter is I wore boots and had no shoe strings and nothing was removed from my room, not even my razor.) My brothers were told by the officials that they had no facilities for holding me and it was suggested they bring an attorney and a sheriff and take me to the mental hospital.

This my brothers refused to do. One of their attorneys put it this way:

"Don't do it," he said. "I have been following this case all along and it has gotten too big for them, and now they would like to wash their hands of Smitty. If you get him the responsibility will be yours. And if I know Smitty, he'll get out of this okay."

Then too, I had had dinner with my brothers and their families just the Sunday before and, as one of them said, "They didn't see how anything could happen to Smitty that fast." Although I have not been a permanent resident of Nebraska for years, I was born and grew up near Kenesaw, Nebrasksa, which is not far from Kearney. My four brothers and two sisters are still residents of Nebraska.

In addition to being a suicidal risk, it was publicized that I smoked marijuana. The truth is, I don't smoke, period.

The officials also contacted my wife to see if she would commit me to the mental institution.

The first morning of my stay at the hospital, at about 10 A.M., I appeared before a panel of approximately thirty doctors and nurses of the staff. I answered some general questions for about twenty minutes, and they also invited me to ask questions. Then I was excused and I went to the recreation room to watch TV. A little while later the doctor assigned to my case came in and asked me why I was sent to the hospital.

"I don't know," I said. "It wasn't my idea in the first place."

Then he said they would have to give me some tests. And I said I thought that was the general idea of my being there. So they proceeded with a series of tests that continued for almost two weeks.

During the second week of my stay I had a test with the encephalogram (a machine that records brain waves). Four days later this test was repeated. Then I learned that the chart had been so regular they thought something was wrong with the machine.

About the twelfth or thirteenth day I appeared before the panel of the staff again. The superintendent of the hospital asked the staff if they had any questions to ask me. Only one had a question.

"What would you say if we kept you here for a year or two and gave you treatments?"

"I think you doctors are smarter than that," I replied. "You know I don't need any treatments."

That same day my employer from Brawley, California, came to the hospital to see me. He had been trying to reach me by phone for three days without success so he flew in to see what was going on. Unfortunately for my business activities, in the hospital, as in the jail, I was not permitted to make any phone calls.

Major Wayne Aho, Director of Washington Saucer Intelligence, reported trying to contact me by phone at the hospital and he was informed, "We have to protect Reinhold Schmidt from the public, and the public from him."



battery was blown off and lost.

This time I said nothing about my experience to anyone in Kearney. Instead, that night I tried to call Major Wayne Aho, of Washington Saucer Intelligence, in Washington, D. C. Major Aho and I had some telephone conversations and correspondence as a result of my first contact. He was out of town. I reached him a few days later, however, in Detroit. He was on a mid-west lecture tour at the time, and we arranged to meet in Davenport, Iowa, on February 17. I told of my experience at a public meeting for the first time the next night. I joined Major Aho then in his tour of the Middle West and East.

Two lectures were given in Kearney, Nebraska, on Wednesday and Thursday nights, March 5 and 6 - and I want to tell you what happened the evening of the first lecture in Kearney - the space ships put on a regular show for fifty minutes in the western sky!

Shortly before 6:30 P.M., the evening of March 5, a local radio commentator with whom we had visited that afternoon called our hotel room.

"Don't quote me," he said, "but there is something in the western sky above the sun."

We looked out of our west window, and there above the setting sun we could see what appeared to be a large white star. But that was neither the time nor place for such a star! Then, about six or seven minutes later, another object appeared to the left of the "star." It was round and dark, but soon an orange glow appeared at the bottom, which became brighter as we watched. Then this object moved and dipped and showed a dome-like structure. Later, the orange color faded and changed to red, which became quite brilliant before fading out until the entire object became invisible - as a light fading out under rheostatic control.

A few minutes later the white object changed to an orange color - then blue - and then gradually faded from sight.

Needless to say, all four of us on the lecture team were excited and thrilled with this display and support of our activities there in Kearney.

Looking at the western sky again one of the group called, "Here comes a jet from the right." A moment or two later, however, there was neither an object nor vapor trail to be seen. And then another "jet" appeared on the left side of the western sky. This time, however, we watched, and we soon realized the gray object was not a jet. Looking more closely we could see it was cigar-shaped with a blinking red light in its nose, and instead of a vapor trail it had a bushy tail of scintillating light that moved along with it.

This object moved across the western sky from left to right and disappeared in the distance at 7:19 P.M. -just giving us time enough to get off for the lecture scheduled for 7:45.

A traveling salesman who came to the lecture that night later told us he had seen part of the display coming into the hotel that evening. In the dining room of the hotel he reported the "show" had been the main topic of conversation.

"Well, they're having a lecture on spaceships tonight," the man sharing his table remarked. "Wouldn't you know they would have some kind of a gimmick!"

"That would be a good trick," the salesman replied, "but how in the world did they get them so high?"

It was reported to us that the manager of the hotel where we were staying called the Lowry Air Force Base in Colorado and was informed, "It was a balloon."

and said, "If any of your friends are watching you now, they will not be able to see you."

But I could still see the entire countryside. I asked them while in flight what propelled their ship - what kind of gas did they use?

"We get our power from the sun and from the earth," I was told.

Inside the ship it was like sitting in your living room. As far as sensation was concerned, there simply wasn't any, either in flight or in the ascent or descent.

The ship landed on the dry river bed again among the leaves. Incidentally, both times the ship landed on what is called accretion land. That is land that cannot be sold or owned privately, only leased by the owner of the adjoining land. At one time this land was part of the river bottom covered with water. Then the river channel was deepened and narrowed by man, and this part of the river bed grew up in grass and brush and trees. I have since wondered if they purposely chose this land so that they would not be trespassing on private property. Also, it may be interesting to note that Kearney is located on Highway 30, in the middle of the United States from east to west. At a point just outside of Kearney it is 1733 miles to San Francisco and 1733 miles to Boston.

The favor they wanted of me was the answers to three questions:

1. What would the United States do if other planets were to set off atomic bombs and to start Sputniks and other satellites flying around which would affect the earth and interrupt its radio and TV operations and other devices?

2. What was the plane carrying that disintegrated over the Pacific on the way from San Francisco to Honolulu besides passengers?

3. How would your people react if a fleet of these ships would land on a friendly mission? Would they accept us on friendly terms?

I promised to try to get the answers, and if they would give me their address, I said I would gladly forward this information to them.

The spokesman smiled and said, "We will contact you again."

Then I asked, "How did you know I was on this road, or do you pick up just anybody?"

"No," he answered, and then he said, "Your people have fingerprints for identification; we have your brain impulses and can pick you up at any time."

Then I suggested I might be in California by the time I got the answers for them.

"That doesn't make any difference," he said. "We can pick you up any place, any time."

And when I left the ship, they said, "Goodbye, we'll see you again."

Although they asked me no questions the first time we met, they seemed to know all about me, and this second time they greeted me by my first name, Reinhold. I told them about all the trouble I had for reporting their first visit.

"Yes, we knew about it," I was told, "and we were standing by. If they hadn't released you from the hospital by a certain time we would have put on a mass demonstration over Kearney and made ourselves known."

When we were back at my car and I was about to leave they said. "We have stopped your car twice now, and if we stop it a third time your battery will be dead."

Both times my battery boiled dry. I have a twelve-volt battery with a three-year guarantee. It is a little over a year old. The black top coating of this battery has holes blown in it from the excess presure when they stopped the car. The second time one of the filler knobs of the

"San Francisco, Cal. (AP)—The Pan American Strato-cruiser Romance of the Skies was carrying shipments of chemicals and 'radioactive' materials when it crashed in the Pacific, killing all 44 persons aboard, a Civil Aeronautic Board hearing was told Wednesday.

"The huge airliner, bound from San Francisco to Honolulu, mysteriously plunged into the ocean about midway between the two points last November 8. Only 19 bodies were recovered.

"The first witness before the seven-man hearing panel was David L. Thompson, Santa Monica, Cal., head of the team of CAB investigators who have spent the last two months seeking clues from the wreckage.

"Mr. Thompson said one thing certain was that the plane had burned after it struck water.

"Mr. Thompson said the plane carried a shipment of 'yellow label sodium sulfite restricted cargo packed in accordance with ICC regulations.'

"In addition, he said, there was 'White label radioactive material' aboard the plane.

"Mr. Thompson offered no solution to one of the prime mysteries of the tragedy - the riddle of why the crewmen were unable to send a distress message in the 23 minutes from the time it last gave a position to the time it struck water."

I cannot say that this information is the complete answer to their question. Nevertheless, it gives us something to think about, and I wonder if that wasn't the real purpose of their questions anyway. As to the other two questions, that is something for each of us to answer for ourselves too.

As a friend of mine says, "A good teacher asks the students questions to make them think."

During the latter part of April, 1958, I attended a meeting in Tulsa, Oklahoma. After the meeting a group of us were sitting in the hotel coffee shop when one of the space people came in and asked us outside the hotel, and we drove out toward the spot where the spacecraft had landed. We went approximately six miles down the highway, then turned off the pavement onto a country road. Almost immediately a beam of light shot out from the ship, which was sitting nearby, and the driver of the car then followed the beam, went up onto the ramp, and we were soon inside the ship.

I remained inside the craft with the space people for about two hours, during which they told me several things which I do not yet have permission to reveal to the public.

I spent a part of the month of June buying grain in Nebraska and Colorado. While in Denver I was again contacted. This time they asked me if I would like to go with them to the Arctic Circle some time in August. I answered that I would drop all my work in order to go with them. I then asked why they had chosen the Arctic Circle. They replied, "Let's just say for an educational purpose."

On August 14, 1958, while in my Hollywood apartment, one of the space men came again. He said they were ready to leave for the Arctic Circle and if I was ready they would take off that evening. I told them I would have to make a few telephone calls first, and asked where they wished to pick me up. They instructed me to drive down to my quarry (I have a rock quarry on Highway 6, about forty miles north of Mohave).

The region around the quarry is rather desolate and I suggested that I would put my car in a garage as I did not wish to leave it there. They said, "No, take your car and drive

The remark is often made, "How come there are no witnesses to a space ship landing?'

I don't know that I can answer that fully, but in the case of my experience of November 5, I understand there may be a number of witnesses for there were hunters and construction workers in the vicinity. In fact, a local radio announcer in Kearney allegedly has a tape recording of two business men in Kearney who testified that they heard a series of sounds while pheasant hunting the afternoon of my contact, that they believed came from the ship. This same announcer checked with the Lowry Air Force Base and learned that they had no aircraft aloft the afternoon of November 5 between 1:00 and 6:00 P.M. due to the low ceiling and hazardous flying conditions.

Also, many folks are wondering why the occupants of the ship spoke German. Again, I don't really know. But oddly enough, when my boss came to Kearney to see me after my release from the hospital he had with him a business associate from Mexico - a man who was very much interested in my experience. After I finished telling him about it he told me that he had encountered a similar ship in Mexico! It, too, was occupied by four men and two women - only they talked in Spanish! You will have to draw your own conclusions.

Another thing I am often asked is, "Did you ever read any books on flying saucers before your experience, or were you interested in the subject?"

I had heard something about flying saucers, as everyone has over the years, from reports in newspapers, etc. But I had never paid any particular attention to the subject. As I have often said, "I didn't believe, I didn't disbelieve but they certainly made a believer out of me!" As to books, I hadn't read any on the subject before my experience, and I haven't read any since either.

Now I'm going to conclude my report, as of April 5, 1958, when I received some information from NICAP (National Investigations Committee for Aerial Phenomena) regarding one of the questions the Visitors asked me. (What was the plane carrying that went down, besides passengers?) NICAP sent me copies of two relevant newspaper articles which I am copying for your information. The first is a story from the **Des Moines Register**, dated November 9, 1957:

"A large Stratocruiser, enroute between San Francisco and Honolulu, is reported missing after having sighted mysterious blinking lights in the sky early this morning. The last position given by the plane was about 900-1000 miles northeast of Honolulu. A military transport flying near the area reported sighting similar mystery lights, blinking off and on, 120 miles north of the last reported position of the Stratocruiser after it had been reported missing. A full scale sea and air search is in operation with vain efforts to find the plane carrying a crew of 4 and 36 passengers in the event it might have plunged into the sea."

(Note: Later reports said 44 aboard.)

Was there a suggestion that spaceships (mysterious blinking lights) might have caused the accident, I wondered, and was that why my spaceship friends wanted me to find out what else that ship was carrying besides passengers?

Then another news clipping, an AP article, published January 16, 1958, in the **Omaha World Herald**, gave the following information:

**"Radio-Active Cargo Fell—Mystery of Plane's Crash Unsolved**

ing. The space people told me our Government knows about this activity because three of our submarines are located there, and one of our blimps and some of our larger planes have flown over that area.

The space people told me they will not permit this to happen. They stated that if we can't stop the Russians from attacking the world from beneath the water, without sound and without warning, they themselves will stop them. I am sure they mean this. They also said they wouldn't permit an atomic war. They made it clear that they are impartial and are not "taking sides" with any country but that they will not stand by and see our planet destroyed by atomic bombs.

Our radiation problem was also discussed. The space people are now using a new device to rid our atmosphere of radiation from atomic and hydrogen bomb explosions. This device is dropped from a high altitude and acts as an umbrella to cover a large area and not only purifies our air but sometimes nullifies the action of the bomb itself.

We saw many icebergs floating over us which looked like large white clouds. These icebergs were completely submerged and appeared to be floating underneath the surface of the water. We heard many large crashes where ice was cracking up. It seemed that the ice was much heavier on one side of the North Pole than on the other. The ice bulged up in huge quantities, then broke open with loud crashes.

We rose to the surface of the water and landed on the ice cap. I saw animals which were thawing out that had been frozen in the ice for probably thousands of years. There were polar bears, walruses, and some prehistoric animals which I have never seen pictured. Eskimos had apparently been slicing off some of the well preserved meat from the walruses and using it for dog food or some other purpose. I also saw what appeared to be a small city with houses and buildings for stores which were completely frozen in the ice.

While on the spacecraft, one of the ladies said, "We know you Americans like coffee, and we have come prepared to give you some." I thought perhaps they had a thermos bottle filled with coffee, so I told them I would enjoy a cup. She put some water and coffee in what I took to be a percolater. I noticed on the can that it was M-J-B coffee, which is an American brand.

She placed the percolater on a table. I expected her to either plug it in some place or put it on a hot plate, but she did neither. Soon I heard the coffee percolating and could smell it. I asked what made it percolate like that. She replied, "This is the same power and energy - free energy - which drives this ship. The power that drives this ship is cooking the coffee."

They told me I could hold the percolater in my hand. I lifted it up and it still percolated. They stated that I could even put it on a chunk of ice and it would continue. I asked if I might take it home to show my people what free energy could do. They answered that I couldn't have that percolater but that they would bring me one from their planet when they came back here again. The coffee was very good and tasted just like our coffee.

During the four days I was on the spaceship, from August 14 through August 19, I ate only a few small wafers which were about the size of an Alka Seltzer, only twice as thick. They were very pleasing to the taste. One day I ate three of them to see how much power was in them. I had no hunger pangs and never felt hungry. During recent lec-

it up to the quarry and we will take the Buick along." I told them it really wasn't necessary because I could leave it at a garage, for the car weighs about two tons and it would be a lot of extra weight. Their reply was, "Weight doesn't mean anything."

I made my telephone calls and then drove out to the quarry. I saw that the ship was already there. It was a larger ship than I had seen before, being about two hundred feet long, forty feet wide, and fourteen feet in height. Other than size and the fact that it contained a few less instruments, this ship was almost identical in appearance and furnishings with the ship I saw near Kearney, Nebraska. The personnel was the same.

There is a large eighteen or twenty feet steel galvanized tank beside my quarry, fed by a spring, which was placed there by the Government for animals such as deer and cattle to drink from. The space people had drawn about half of the water from the tank - probably fourteen or fifteen barrels. The space people use water in the ship to keep it cool.

As soon as I arrived, they let the ramp down on the fore end of the ship and I drove the Buick up on it; they lifted the ramp - and we started for the North Pole!

We left the quarry at 4:15 in the afternoon. An hour and twenty minutes later we were over the Arctic Circle, having made three stops, one in Greenland for about thirty minutes, and two short stops in Alaska to check on some minerals. At one time during the flight I asked them how fast the ship could go. They answered that they would give me a fast ride. At that time we were approximately six or seven miles high, and for a few minutes, according to an instrument which I would call a speedometer, we went 40,000 miles an hour. They said the craft would go a lot faster but that we did not have enough distance to really turn it loose. There was no vibration, and the only way I could tell we had gone so high was the appearance of the earth below us. The earth was almost obscured by what appeared to be rings similar to those we see around the planet Saturn. The predominating color was blue-green showing through the silvery rings of haze. This same ship can be used as a plane in the air, a ship on the water, or a submarine beneath the water. While in the air the ship flew broadside.

As we were flying over the Arctic Circle they pointed out many interesting things. They showed me a place where once there were icecaps a thousand or so feet high. Today it is a lake. They told me this was caused by atomic bombs changing our atmosphere so that it is becoming warmer in some places and colder in others. The Arctic Circle has been cold for thousands of years, but today the ice is melting.

We settled down on the open water, then submerged beneath the icecap to a depth of approximately three or four hundred feet, where we remained for three or four hours. While underneath the surface of the water I saw something which has never yet been revealed to the public. I have written to Washington asking permission to give out this information but at the date of writing this report I have heard nothing from the Pentagon. Assuming there is no reason for further secrecy, I will give this information now:

We observed two Russian submarines which were mapping the floor of the ocean in order to build missile bases from which they could fire missiles to any part of the world, without sound and without warn-

of time. What of the inter-relations of the Federations and the awful gulfs of space between them? Do they, can they operate and communicate over such distances?

This seems impossible to our minds. Our scientists say that no vehicle could ever quite reach or exceed the speed of light. This observation may be valid to fit the facts as we have them established, but it is also made on the concept that light is a "constant" in its own right. It has not allowed for the application of "intelligence" to a naturally occurring force. Despite any evidence we may have to the contrary, it is certain that a powered vehicle can and has traveled many times the speed of light.

The cosmic men seem to be much interested in us and our first attempts to establish space travel, as their presence around our research centers indicate. The fact that they have been visiting this solar system for centuries without making contact indicates highly complex operations involving a powerful and exact science far beyond our scope of knowledge.

At present the men of Earth are not prepared for a meeting of the minds with the cosmic men. Nor will we be when we walk on the outermost planet of our solar system. But when our first inter-stellar ship heads for the stars, we can be certain they will be knocking on our cabin door.

# PROJECT ARGUS

(Concluded from page 12)

self." But this we believe: 1) there was a satellite aloft during the period mentioned; 2) it was a satellite, and not a U.F.O. (it cannot be said ly we feel) so remarkably coincident with the orbital schedule of the mystery satellite as to make most probable an attempt to destroy it; 9) two of OUR satellites, launched

tures, when I have described these wafers, the ladies have been very interested in them because it would solve their cooking and dishwashing problems. I do not know what the space people ate.

While we were sleeping the craft hovered in space about six or seven miles above the earth. I inquired whether this wasn't dangerous as another ship or a meteorite might strike us. They assured me that there was no danger for they use an automatic pilot during such times, and if another ship came within range it would avoid the ship we were on.

My bed was similar to the one to which I am accustomed, with a mattress and made up with sheets, pillows and blankets. The ship was always warm and remained at a constant temperature. I do not know where the heat and light came from, but it was light all of the time. Even when we were beneath the surface of the water the light glowed from the ship for a distance of three or four hundred feet or more.

Upon our return from the Arctic Circle, I drove my car out of the spacecraft, up Highway 6, and back to Hollywood. As I left, the space people told me they would see me again in the near future.

I had to get a new battery for my 1958 Buick, for the old one was completely dead the second day after my return. When it was tested at the garage they found nothing but pure water in it. I also found, during my earlier contacts, as described in Part I of this book, that each time I was stopped by the spacecraft, the battery in my 1955 Buick boiled dry. One time the top of the battery was completely blown off as if a great pressure had been exerted below it, and a black tar-like substance had spread over the top.

This concludes the report of my contacts with the people from the Planet Saturn up to the present time. However, I shall be watching for I am sure they will keep their promise to return again soon.

★ ★ ★

Tuesday evening while the nation was still wondering about the flying eggs in New Mexico and the invisible UFOs that buzzed the *Sebago*, welcome comic relief appeared. A man named Schmidt, a grain buyer, announced that during the afternoon he had visited with the crew of a flying saucer that had landed to make repairs. While driving in the country near Kearney, Nebraska, he said, he had noticed a bright flash about a quarter of a mile away. Going closer to investigate, he perceived a huge silvery ship a hundred feet long, thirty feet wide, and fourteen feet high, which had landed in a dry river bed. The motor of his car then died. He got out and was walking toward the ship when a light shot out and paralyzed him. The ship opened and two men emerged. After searching him for concealed weapons, they released him from paralysis and invited him into the ship, where he spent half an hour chatting with these strangers and their female companions, mostly in High German and English. (He knew that they came from outer space but not until some weeks later, when they paid him a second visit, did he discover that they were natives of the planet Saturn.) [14] After he left the ship it rose straight up into the sky and disappeared, while he hurried back to town to report to the sheriff, to broadcast an account of his experience over the local radio, and to give his story to the newspapers.

It is perhaps a measure of the panic level that week that local officials actually examined the ground at the "landing" site, looking for evidence. They found none. The four "hydraulic rams" that allegedly supported the huge machine had left no imprint on the sand of the dry river bed. Traces of oil found on the ground were tested chemically and proved to be the same brand that the witness carried in the trunk of his car.

Gaining national notoriety from this incident, Schmidt soon became a popular lecturer at flying-saucer clubs, thrilling the audience with tales of later visits from the Saturnians and his journeys in their spaceship to the Arctic Circle, through the waters under the North Pole, and even into outer space. A year or so later his extraterrestrial friends allegedly tipped him off to the location of certain valuable minerals on earth, including veins of quartz that had the desirable property of curing cancer. To mine this quartz and thus make it available to humanity, he enlisted the sympathy and financial aid of a number of lonely, wealthy widows. Some of these ladies eventually came to believe that they had been the victims of fraud and, in 1961, a California jury agreed with them. The Saturnians apparently have not yet reappeared to help their friend out of his difficulties.

Times-Wed - 11-6-57 (2000.)

# Saucer Visitor Is Ex-Convict

By UNITED PRESS

Authorities in Kearney, Neb., today held a "heart to heart" talk with a salesman, later discovered to be an ex-convict who claimed he chatted with four men and two women in a transparent "space ship."

The report by Reinhold O. Schmidt, 48, of Bakersfield, Cal., last night was the most dramatic of a host of unidentified flying object sightings reported around the country.

SCHMIDT'S TALE, as strange as any science-fiction story, stirred considerable excitement in the Kearney area for a time. Police roped off the spot where the "whatnik" allegedly landed and examined various impressions and oil stains on the ground.

But curiosity turned to skepticism when Scottsbluff County Sheriff Steve Warrick revealed that Schmidt, a former potato buyer in Scottsbluff, Neb., was a former convict who served time in the Nebraska penitentiary for embezzlement.

However, Schmidt stuck by his story. Police said they held a "heart to heart" talk with Schmidt last night and planned further questioning today.

Elsewhere, strange "saucer" sightings sent Air Force pilots scrambling to investigate, kept police switchboards busy and brought hundreds of persons out to watch the sky.

Scores of sightings in the Midwest last night apparently stemmed from stars and the planet Venus playing tricks on the viewers. Other reports were not so easily explained.

The Coast Guard reported picking up an unid[illegible] reported Gulf of Mexico south of New Orleans. A Coast Guard commander said the object paused over the cutter Sebago in the Gulf for a time.

MILITARY police and motorists said they saw a bright object hovering near the U. S. proving grounds at White Sands, N. M. They said the object killed the engines on their cars.

A "red ball" was sighted by several persons last night over the Atomic Energy Commission's Savannah River plant near Augusta, Ga. The executive editor of the Augusta Chronicle, Louis Harris, said the object appeared to be a "constant red light."

Flying lights over northern Illinois and southern Wisconsin last night spurred police and military authorities into a frenzy of hurried investigations.

Two persons in northern Illinois said the engines of their cars quit running and headlights went out when an object appeared in the sky. Planes from Truex Air Force Base in Madison, Wis., and O'Hare Field in Chicago investigated and later reported the object was a star.

A man in Saginaw, Mich., said he sighed a "brilliant space ship," but authorities said he apparently saw the planet Venus glowing in the southern sky.

Military authorities apparently gave credence to a [illegible]

# Visitor to Saucer Is Former Convict

Continued From Page One

said he saw an object which made car engines stall near the White Sands Proving Grounds.

COL. JOHN McCURDY, Air Force public relations officer at White Sands, said the engineer, James Stokes, 42, will be given a thorough medical examination and a radiation count test. McCurdy said he was "personally satisfied" with Mr. Stokes' report.

Also in the Southwest, a civil service worker at Lackland Air Force Base in San Antonio, Tex., said he saw an egg-shaped object land in a ravine about 200 yards from him as he drove near the city.

Lon Yarborough said his car engine and lights went off, and the object took off in a few minutes, enabling him to drive away.

At about the same time, the Ground Observer Corps at Midland, Tex., said it saw a large, red object and picked up conversation on a sound detector. The conversation was unintelligible.

In Long Beach, Cal., three Air Force weather observers, one of them the commanding officer of the spotting unit, late yesterday reported sighting six unidentified, saucer-shaped flying objects over Long Beach Air Force Base.

The objects also were reportedly seen by 10 military personnel who were waiting to board a plane, according to the spotting unit.

First to sight the objects, described as flying at an altitude of about 7000 feet at the base of clouds, was commanding officer Maj. Louis F. Baker. Airmen Joseph Abramavage and William Nieland, weather observers, also said they saw the objects.

Mr. Abramavage, who made the report, said the objects were "circular in shape and shiny like spun aluminum, changing course instantaneously without loss of speed like planes in a mock dogfight."

# Local Basketball Coming on TV

Continued From Page

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# What's Going On Up There?

MIAMI, Nov. 6 (UP)—Amateur radio operator John Petroff says Russia's Sputnik II satellite sounds like thousands of insects and birds chirping aboard a speeding train.

Petroff picked up the satellite on his high frequency set and recorded the sound on tape.

He said the noise of the satellite reminded him of the clickety-clack of a train—there was even a high whistle coupled with the noise of

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(Schmedt will try to contact Congressional Committee re space ship ?!)

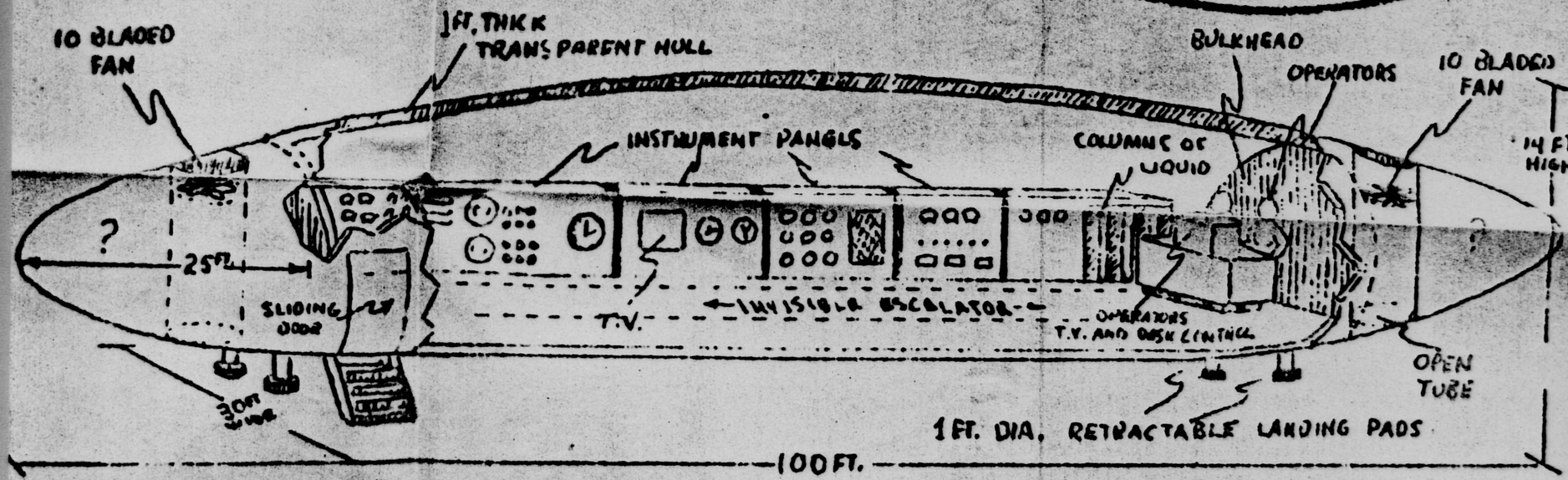
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# SPACE SHIPS

## FACT NOT FICTION!!!

THIS IS AN ARTIST'S DRAWING OF THE SPACESHIP AS SEEN AND DESCRIBED




# TWO LECTURES MARCH 5TH AND 6TH

KEARNEY NEBRASKA NATIONAL GUARD ARMORY

"SPACE SHIPS ARE VISITING THE EARTH, WHAT DOES IT MEAN TO YOU?"

"WHAT CAN YOU DO IN THE COMING CHANGES?"

PRESENTING: MAJOR WAYNE S. AHO, DIRECTOR OF WASHINGTON SAUCER INTELLIGENCE, P.O. BOX 815 WASH 4 D.C.

JOHN OTTO 7710 NORTH SHERIDAN, CHICAGO, ILLINOIS —WORLD'S MOST COMPREHENSIVE SAUCER PHOTOS.

REINHOLD O. SCHMIDT, 1715 GAGE ST. BAKERSFIELD, CALIF. —THE MAN WHO BOARDED A SPACE SHIP AT KEARNEY, NEBRASKA NOV 5, 1957 AND ELM CREEK, NEBRASKA FEB 5, 1958

## Contacts With Space People

Glossing quickly over the most documented sightings, the AF concentrated on one case the explainers felt they could thoroughly discredit and thus infer that the other ones were just as unreliable. They had the perfect setup; a man who claimed he had been inside a space ship and talked to the occupants. The man in the street tended to discount so-called "contact stories." And as soon as it had been learned that the man had a prison record, the anti-saucer elements began to have a field day. To cap it off they had the witness put in the booby hatch, but apparently were able to hold him there only a few days.

You've probably heard much of the Kearney Nebr., case. Reinhold Schmidt, grain dealer of California, said he had come upon a huge object resting in a river bed. At first he thought it was a huge balloon—but instead of reporting what was in the papers, let FLYING SAUCERS bring you the next best thing to hearing a taped interview with Schmidt. Thanks to a friend who broadcasts a flying saucer radio program, and Gene Larson, news director of Station KGFW, Kearney, Nebr., we publish the interview verbatim, as it went out over the air:

LARSON: This is Gene Larson, news director of Radio Station KGFW, in Kearney, Nebraska. At the present time on this Tuesday evening, Nov. 5, 1957, we are at our studio. The time is central standard time, 7:20. At our side at microphone we have a Mr. Reinhold O. Schmidt. Mr. Schmidt has stated that his home address in Bakersville, California, is 715 Gage St., and that he is employed by Value-Pak, Inc. They are in the wholesale hay, feed and grain concentrates. Their office is 501 West Main St., at Brawley, California. Mr. Schmidt, this afternoon I believe you had something occur to you, and you talked a little bit about it. We would like to ask you a series of questions. The information that I have given so far, Mr. Schmidt, is that correct?

SCHMIDT: Yes.

LARSON: In other words you work for Value-Pak, Inc., you live in Bakersville—you are in Kearney,

Nebraska for what purpose?

SCHMIDT: Buying grain.

LARSON: Is this your first trip to Kearney?

SCHMIDT: Yes.

LARSON: And by buying grain, what do you mean, sir?

SCHMIDT: Buying for the farmers or elevators.

LARSON: And you travel around the country, sir?

SCHMIDT: Yes.

LARSON: And you drive what kind of a car, sir?

SCHMIDT: A '55 Buick Super.

LARSON: Now this afternoon I believe you were out south of town —about how far, sir?

SCHMIDT: About four miles.

LARSON: About what time was this?

SCHMIDT: Between 2:00 and 3:00 in the afternoon.

LARSON: And you were headed in which direction?

SCHMIDT: I was going south, and then turned east on the Newark highway.

LARSON: You noticed something in the Platt River bed, am I right, that it was dry — ?

SCHMIDT: There was a flash there—what I first noticed.

LARSON: And that was how far from the road, sir?

SCHMIDT: About, half a mile, I would say.

LARSON: Did you continue to drive, or did you immediately stop?

SCHMIDT: No, I drove on up a little closer to where the flash was, to see what caused it, and when I got so close I found out—I thought it was a balloon that had crashed there—

LARSON: Then you drove closer to the object?

SCHMIDT: Yes.

LARSON: And then what occurred?

SCHMIDT: When I got within 60 feet of the object my car stopped. The motor went dead. I tried to step on the starter, but there was no response whatsoever. I got out of the car. I figured the terminal had just broken loose on the battery. I got out of the car and walked toward this balloon—or what I thought was a balloon—and when I got within 30 feet of it, a light shot out and, I wouldn't say it paralyzed me, I would say it hypnotized me (Schmidt's voice shows confusion as to the exact effect of the ray—G.B.).

LARSON: You couldn't move?

SCHMIDT: I couldn't move.

LARSON: Could you think?

SCHMIDT: Yes, I could think and talk, but I couldn't move.

LARSON: Before we go into further happenings in regard to this object, wonder if you could describe it. About how long was it, sir?

SCHMIDT: It was about a hundred feet long, as near as we could step it off, and 30 feet wide, and I judge it was 14 feet high.

LARSON: What did it appear to be made of?

SCHMIDT: Real bright aluminum.

LARSON: Now this was in the bed of the Platt River, which is dry at the present time? It was sandy there?

SCHMIDT: Yes.

LARSON: It appeared to be of aluminum, bright and shiny. And you got out and you approached this object. Did you notice anything as to how it would move? Did there appear to be pipes, or, propellors, or what was it?

SCHMIDT: On each end of the machine there was a tube running up and down, and in these tubes I could see big fans. It seemed like that did the propelling.

LARSON: How close did you get to this object?

SCHMIDT: I got to it and in it.

LARSON: I understand that, sir,

but before you got into it, you got out of your car, went across the field toward the river bed. How close to the object did you get before you noticed anybody?

SCHMIDT: About 30 feet.

LARSON: Then what occurred?

SCHMIDT: Then's when that light shot out and—

LARSON: Paralyzed you, as far as you know. Then what occurred?

SCHMIDT: Two men came out and they said not to be alarmed, that they would have to search me—

LARSON: They came out of the side?

SCHMIDT: Yes, out of the side of the machine.

LARSON: And were there steps down to the ground?

SCHMIDT: Yes, there was a sliding door, and then the steps.

LARSON: I see. They came out, and they spoke to you in English?

SCHMIDT: Yes.

LARSON: How were they dressed?

SCHMIDT: They were dressed like any American would be. In business suits.*

LARSON: Did they appear to be young, or middle-aged, or—

SCHMIDT: They were middle-aged, I would say between 40 and 45.

LARSON: And they spoke good English?

SCHMIDT: No, they spoke a broken English.

LARSON: What did they say to you?

SCHMIDT: They told me not to be alarmed, that they were not going to hurt me, and they did want to search me, and I told them I had no weapons. I asked them what the "deal" was, what this object was, and they said, "Well, as long as we can't leave for a few minutes, you can come in and look around."

LARSON: So you went up the steps with them? And entered the object?

SCHMIDT: Yes.

LARSON: Did you sense anything by way of smell, that was out of the ordinary?

SCHMIDT: Not at all.

LARSON: Were there any other people in this object?

SCHMIDT: Yes, there were four men, and two ladies.

LARSON: Ladies? What age did they appear to be?

SCHMIDT: They appeared to be around 40.

LARSON: Were they talking when you entered?

SCHMIDT: They just spoke to me, that's all. They just said "Hello."

LARSON: In what language?

SCHMIDT: In American language.

LARSON: They said, "Hello," and you answered them?

SCHMIDT: Yes.

LARSON: And what did you see, once you were inside this object?

SCHMIDT: Well, there was just a lot of instruments, and wires, and it seemed like they were working on these wires, for some reason. The girls were at another instrument there with a lot of dials and push-buttons.

LARSON: After these women and these other men said hello to you, one of them, more than likely, stayed by you—?

SCHMIDT: One man, all the time.

LARSON: And he was the one who talked to you?

SCHMIDT: Yes.

LARSON: And the two women and the other three men went about their business? Did they appear to be interested in you after saying hello?

SCHMIDT: No.

LARSON: Then did they talk among themselves?

*Schmidt doesn't say whether they were black or not—G.B.

SCHMIDT: Yes.

LARSON: And what language were they using?

SCHMIDT: They were talking in a high German, as much as I could tell—that machine was about a hundred feet long, as I've said, and they were talking in a high German every time I could hear them.

LARSON: Are you qualified to know high German, Mr. Schmidt?

SCHMIDT: Yes.

LARSON: And they didn't appear to be interested in you personally, after you said hello?

SCHMIDT: No.

LARSON: And now you were in the object about how long, Mr. Schmidt?

SCHMIDT: I would say about 30 minutes.

LARSON: What did you do while you were in there?

SCHMIDT: I was just talking to this man, although he didn't explain anything to me.

LARSON: You asked him questions?

SCHMIDT: Yes, I asked him some more about what they were doing, and he said he couldn't tell me that but in the near future we might all know, he said—to tell my people that they meant no harm.

LARSON: And then did something occur that would indicate to you that perhaps the machinery was repaired?

SCHMIDT: Yes, this one man who was working at one end, he said they would be ready to take off—in German language.

LARSON: And you recognized it?

SCHMIDT: Yes.

LARSON: Still high German?

SCHMIDT: Yes. And then this man told me, in American, that they were ready to take off and that I would have to leave. I went out of this machine, the door closed, the ladder went up and I stepped back about ten feet—they didn't tell me to watch out or anything—and when the machine started going, why, I stepped back a little farther. And then I watched them leave.

LARSON: How did they leave?

SCHMIDT: It went straight up in the air. Slowly at first, then it gained speed, until it got about 150 to 200 feet in the air. It seemed like there was a flash there, and it just disappeared.

LARSON: Now, you could see any object of this size 150 feet in the air?

SCHMIDT: Oh, yes. It just disappeared. It changed color.

LARSON: Did they have any instructions to you after you left?

SCHMIDT: They told me not to try and start the automobile "until after we leave, for it won't start anyway." Then he kinda smiled, and that's when I first knew they had done something to the automobile.

LARSON: Did you personally feel they were friendly toward you?

SCHMIDT: Yes, very friendly.

LARSON: But disinterested in you as a person?

SCHMIDT: Yes.

LARSON: May I ask you this, now, Mr. Smith? You were with them, or near them, for about how long a time?

SCHMIDT: I would say 30 to 35 minutes. It took about five minutes to come out there and get me and bring me back.

LARSON: And after it vanished, up there in the sky, you decided to do what, sir?

SCHMIDT: I went to my automobile, and started to the Sheriff's office.

LARSON: Let me ask you this: Were you scared?

SCHMIDT: Not at that time I

wasn't so much, until that beam hit me. At first I thought it was just a balloon which had crashed there.

LARSON: And you came up here and talked to the Buffalo County Sheriff, Lloyd Frank, was that right?

SCHMIDT: His deputy.

LARSON: And then what occurred?

SCHMIDT: The sheriff and myself, we went out there, and he was convinced that something had been there. Then we came back and got the city manager—

LARSON: That's Ray Lundy, yes—

SCHMIDT: The chief of police—

LARSON: That's Thurston Nelson?

SCHMIDT: That's right.

LARSON: And all of you returned to the scene then. And was there any evidence left at the scene that would indicate that this had occurred?

SCHMIDT: Yes. The sheriff, I think it was, and myself, we picked up some leaves there that had some, we thought it was hydraulic oil or something like that—it had a peculiar smell to it. It was a greenish color.

LARSON: Were there marks on the ground?

SCHMIDT: It seemed like this one—we could see where this one hydraulic stilt had hit the ground.

LARSON: I see. Were there footprints, where these men had walked?

SCHMIDT: Yes, it was sandy. There were footprints there.

LARSON: And you explained to them what had actually happened, and they were convinced that some of this had occurred, if not all, actually?

SCHMIDT: Yes.

LARSON: What are your personal feelings, Mr. Schmidt, about this? Have you had a chance yet to calm down enough to really get at it?

SCHMIDT: I really haven't so far, but I don't know whether there is such a thing as outer space—or a machine from outer space—or it might be from a different country.

LARSON: You feel it might be either one of the two?

SCHMIDT: Yes.

LARSON: What race would you say they were?

SCHMIDT: German.

LARSON: Well we want to thank you very much, Mr. Schmidt, for this opportunity of talking with you. We appreciate it very much. You are very definitely going to be interrogated by the various law enforcement bodies. There will be news media after you. We appreciate this chance to talk to you first hand about this. Do you have anything else you would like to say at this time?

SCHMIDT: No, I guess that's all that I have to say.

LARSON: Thank you very much, Mr. Reinhold O. Schmidt, of Bakersville, California. This is Gene Larson, News Director of Station KGFW, in Kearney, Nebraska.

# THE KEARNEY, NEBRASKA "CONTACT" CLAIM

This story was unusual in that it told of a "contact" with saucer pilots who might be no "spacemen" at all, but ordinary human beings from somewhere on earth, presumably East Germany or Russia. It was important in that it received very wide publicity, and so could be suspected as the possible inspiration of somewhat simil stories told immediately afterwards, such as Everett Clark's of Dante, Tenn. As w write this, we must admit that we don't yet feel absolutely certain of the truth o falsity of any of these stories--even Schmidt's, on the basis of the information now available, might just possibly be true. Since this case is undoubtedly one of interest to our readers, we give below a summary extracted from the Kearney Hub an some three dozen wire-service clippings from various newspapers.

The teller of the story, Reinhold Schmidt, 48, a grain buyer from Bakersfiel Calif., drove into Deputy Sheriff Dave Drage's office late on the afternoon of Nov. 5th, "white-faced and asking to see a minister." He said that his car engine had died when he drove to within twenty yards of a silvery blimp-shaped object 100 feet long, 30 feet wide, and 14 feet high, with a vertical tube containing a large fan a each end, which was standing on four posts. As he got out and approached it, a staircase-like ramp came out, and two middle-aged men emerged. One flashed something like a flashlight at him, which seemed to paralyse him temporarily. The men searched him for weapons, and one said: "We'll have to be here a little while—you might as well come inside." From inside, the walls appeared transparent. There wer two more men and two not-so-young women, all dark-haired and dressed in ordinary clothing, engaged in repairing some wiring. Among themselves they spoke what Schmidt called "high German." To move to and from certain sections of the ship, the crew "slid" about in an incomprehensible way. He remained in the vessel for a half an hour, but was not given any information about it—or any uplifting message, either. The spokesman said, in rather broken English: "Tell the people we're doing no harm. In a short time you may find out all about it." He was asked to leave, the vessel rose silently "like a helicopter" and disappeared, after a flash of light by "blasting into the sky." After it vanished, he found he could start his car.

Schmidt led Drage and Kearney police chief Thurston Nelson to a sandy place o the bank of the Platte River, where were found the footprints of two men approaching a third: the three tracks united and then suddenly came to an end, as if they had stepped off the ground. The police also found splotches of a green, oily fluid (INS said, apparently incorrectly, that four holes in the ground had been found.)

Late on the night of the 5th-6th, Long John played a tape of Schmidt telling his story. It was straightforward, self-possessed, and quite devoid of suspiciously subjective features - far more convincing-sounding, for example, than Menger. Schmidt's employer, Donald Woodill of the Val-U-Pak Co., called him quiet, reliable a non-drinker, and "not the type to fabricate something." However, he had known him for only about six weeks.

By morning on the 6th, the UP had found out that Schmidt had served time in the Nebraska penitentiary in 1938-39 for embezzlement. And the Hub and the AP reported that an empty can of green motor oil had been found not far from the spot where the "saucer oil" was found, and "another can of the same type of oil was found in the trunk of Schmidt's car." Schmidt had been held all night at the county jail and grilled, being permitted little sleep ("Law officers questioned Schmidt throughout the night"--Hub).

By afternoon, an INS dispatch reported that two Air Force investigators from Colorado Springs were also participating in the questioning of Schmidt, who had bee "interviewed through most of the night but stuck to his story," and that the court, at his request, had assigned him a lawyer. It disclosed also two facts that never appeared in the Hub: that he had refused to take a lie-detector test, and that "Scottsbluff County sheriff Steve Warrick said he had known Schmidt for years, and described him as a 'mixed-up boy.'"

On the morning of the 7th County Attorney Kenneth Gotobed "filed a mental-illness complaint" against Schmidt after an "extensive examination" by two psychiatrists the preceding evening. Gotobed said that Schmidt "continues to use almost the exact words each time he tells his story" and that according to the doctors he "greatly desires recognition and publicity" (Hub and AP). If found sane, however, he would be "free to go his own way"; government officials "discouraged filing charges in such cases, for fear that other persons might refuse to report significant events" (UP).

A hearing by the county board of mental health was held the same evening, 7:30-9:45 p.m. The examining psychiatrists advised that Schmidt was "very ill" (AP) and "in immediate need of psychiatric treatment " (UP), and he was committed to the Hastings State Hospital "for an indefinite period."

The UP story also reported that "authorities said they had received information from his family that Schmidt was suffering from seeming 'instabilities,' and demands on him from unidentified persons and 'crackpots.'" This last phrase suggests paranoid delusions. However, we find from the Hub that it was not Schmidt himself, but the Kearney police, who had complained of "an increasing demand on the part of unidentified persons and obvious crackpots to place a greater strain upon Mr. Schmidt." (Undoubtedly this refers to requests for interviews by saucer aficionados.) The Hub (11/6) added that "concern for the well-being of Mr. Schmidt was increased Thursday afternoon by observation of his condition and conduct" - but it supplied no details.

On the night of the [illegible] someone telephoned long John, stating that he was calling from Kearney; that he had witnessed the Schmidt "contact" from a distance and would confirm its truth; but that he could not come forward publicly because he was a political figure in Kearney and could not afford to be involved in such a business. This story was unquestionably a complete hoax. Few, if any, radios are able to pick up WOR from central Nebraska; and the caller was unaware of the fact (which had appeared in Kearney papers, but not yet in New York) that Schmidt had been committed on the preceding evening.

What happened to Schmidt was publicized by nearly every paper in the country, and the Air Force was obviously happy to give the incident prominence as "one of the only five worthy to be investigated." Regardless of what the true facts are in the Schmidt case, it is an example that will certainly tend to discourage future witnesses of saucer landings from reporting their experiences.

We must assume that the psychiatrists were justified in their verdict; it seems impossible to take seriously the idea that they would be party to any "railroading" conspiracy, or that they were unable to distinguish nervous strain from insanity. But the extraordinary speed of the commitment, the participation of the Air Force, and the fact that no conclusive proof of Schmidt's insanity was ever made public, are bound to arouse a great deal of suspicion in the saucer world. We are glad to say that Jules St. Germain (CSI's legal adviser) intends to look into the legal aspects of the case. We hope that his findings and comment can appear in the next News Letter.