PROJECT 10073 RECORD

1. DATE - TIME GROUP April 1959	2. LOCATION Grand Forks, North Dakota
3. SOURCE	10. CONCLUSION INFORMATION ONLY
4. NUMBER OF OBJECTS	
5. LENGTH OF OBSERVATION	11. BRIEF SUMMARY AND ANALYSIS This case was reported in March-April 1966. Since the actual sighting had occurred some time ago it is almost impossible to check it out. Also due to the time lag the pertinent data has probably become distorted. Therefore this case is considered Information Only.
6. TYPE OF OBSERVATION	
7. COURSE	
8. PHOTOS ☐ Yes ☐ No	
9. PHYSICAL EVIDENCE ☐ Yes ☐ No	

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

Call from SSgt Levy ext 6621 or 6622, Grand Forks AFB, N Dakota regarding observation of approximately ten days ago by [redacted] of McHenry, North Dakota. Phone through exchange Tolna, [redacted] He is a farmer and saw this object near the Minuteman site I-37. Sighting 60 miles ESE of Grand Forks AFB. Looked like glass Bulbs inside of a ring. The sound was like a tractor back firing. He has made sketches of it. It was at 8pm that he observed the object. This man had reported it to Minot but they hadn't done anything about it so he called Grand Forks and told them he had reported it to Minot and was worried cause the UFO was near the Minuteman site. He hadn't thought anything about it at first but then got to thinking it was near the Minuteman site. SSgt Levy said the whole thing was pretty well confused and the man had wanted to hear from someone on his observation to fill out forms or something of the kind. Informed Sgt Levy that we would send this man a form 164 to complete. Sgt Levy is going to send us a report of his conversation and how the mess got into his hands. He would inform the man that he was going to be sent some forms to fill out.

and that he was sure this would please him.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 4TH STRATEGIC AEROSPACE DIVISION (SAC)
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA 58201

REPLY TO
ATTN OF: DXI

13 April 1966

SUBJECT: UFO

TO: TDEW/UFO
Wright Patterson AFB
Dayton, Ohio 45433

1. Following is a written recount of a telephone call between this directorate and the UFO Center. This is the information offered to the Center.

2. A call was received at Grand Forks AFB Base Operations on Wednesday morning, April 13. It was from a Mr. [redacted], a farmer, of McHenry, N.D,, telephone number Tolna [redacted]. His farm is located 7 1/2 miles north and 2 miles east of McHenry. The farm is approximately 1 1/2 miles away from a Minuteman II missile site, I-37, and this is the reason he made the report, because he was worried that the sighting was in the vicinity of the site. Sometime between 3-7 April 1966, he made a sighting at 8 p.m. in the evening. All he could tell was that the object resembled glass bulbs in a ring and made a sound like a farm tractor backfiring. He didn't make the report at first, but later changed his mind because of the Minuteman II silo.

FOR THE COMMANDER

Joseph E. Zainey

JOSEPH E. ZAINEY, Major, USAF
Director of Information

Send 104

Peace . . . . is our Profession

U.S. AIR FORCE TECHNICAL INFORMATION

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes. Your name will *not* be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

X (Day) APRIL (Month) 1959 (Year)

2. Time of day: 8:00 (Hour) 1 (Minutes)

(Circle One): A.M. or (P.M.)

3. Time Zone:

(Circle One): a. Eastern
b. Central
c. Mountain
d. Pacific
e. Other Central

(Circle One): a. Daylight Saving
(b. Standard)

4. Where were you when you saw the object?

One mile east of my farm building on a road

Mc Henry (Nearest Postal Address) | Mc Henry (City or Town) | N.D. | Eddy (State or County)

5. How long was object in sight? (Total Duration) X (Hours) 1 (Minutes) X (Seconds)

a. Certain
b. Fairly certain
c. Not very sure
d. Just a guess

5.1 How was time in sight determined? d

5.2 Was object in sight continuously? Yes X No ____

6. What was the condition of the sky?

DAY	NIGHT
a. Bright	a. Bright
(b. Cloudy)	b. Cloudy

7. IF you saw the object during DAYLIGHT, where was the SUN located as you looked at the object?

(Circle One): a. In front of you
(b. In back of you)
c. To your right
d. To your left
e. Overhead
f. Don't remember

FORM FTD OCT 62 164 This form supersedes FTD 164, Jul 61, which is obsolete.

8. IF you saw the object at NIGHT, what did you notice concerning the STARS and MOON?

8.1 STARS *(Circle One)*:

a. None
b. A few
c. Many
d. Don't remember

8.2 MOON *(Circle One)*:

a. Bright moonlight
b. Dull moonlight
c. No moonlight – pitch dark
d. Don't remember

9. What were the weather conditions at the time you saw the object?

CLOUDS *(Circle One)*:

a. Clear sky
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds

WEATHER *(Circle One)*:

a. Dry
b. Fog, mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

10. The object appeared: *(Circle One)*:

a. Solid
b. Transparent
c. Vapor
d. As a light
e. Don't remember

11. If it appeared as a light, was it brighter than the brightest stars? *(Circle One)*:

a. Brighter
b. Dimmer
c. About the same
d. Don't know

11.1 Compare brightness to some common object: _____

12. The edges of the object were:

(Circle One):
a. Fuzzy or blurred
b. Like a bright star
c. Sharply outlined
d. Don't remember
e. Other _____

13. Did the object: *(Circle One for each question)*

a. Appear to stand still at any time?	Yes	No	Don't know
b. Suddenly speed up and rush away at any time?	Yes	No	Don't know
c. Break up into parts or explode?	Yes	No	Don't know
d. Give off smoke?	Yes	No	Don't know
e. Change brightness?	Yes	No	Don't know
f. Change shape?	Yes	No	Don't know
g. Flash or flicker?	Yes	No	Don't know
h. Disappear and reappear?	Yes	No	Don't know

14. Did the object disappear while you were watching it? If so, how?

A mile or 2. To northeast it disappeared in the clouds

15. Did the object move behind something at any time, particularly a cloud?

(Circle One): Yes (No) Don't Know. IF you answered YES, then tell what it moved behind: _____

16. Did the object move in front of something at any time, particularly a cloud?

(Circle One): Yes (No) Don't Know. IF you answered YES, then tell what in front of: _____

underneath the clouds

17. Tell in a few words the following things about the object:

a. Sound swish - swish -

b. Color light gray

18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?

19. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

20. Do you think you can estimate the speed of the object?

(Circle One) (Yes) No

IF you answered YES, then what speed would you estimate? 80 m.p.h.

21. Do you think you can estimate how far away from you the object was?

(Circle One) (Yes) No

IF you answered YES, then how far away would you say it was? 1500 feet

22. Where were you located when you saw the object? (Circle One):

a. Inside a building
b. In a car
c. Outdoors
d. In an airplane (type)
e. At sea
f. Other standing by my car

23. Were you (Circle One)

a. In the business section of a city?
b. In the residential section of a city?
(c. In open countryside?)
d. Near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other _____

24. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

24.1 What direction were you moving? (Circle One)

a. North c. East e. South g. West
b. Northeast d. Southeast f. Southwest h. Northwest

24.2 How fast were you moving? _____ miles per hour.

24.3 Did you stop at any time while you were looking at the object? standing by my car

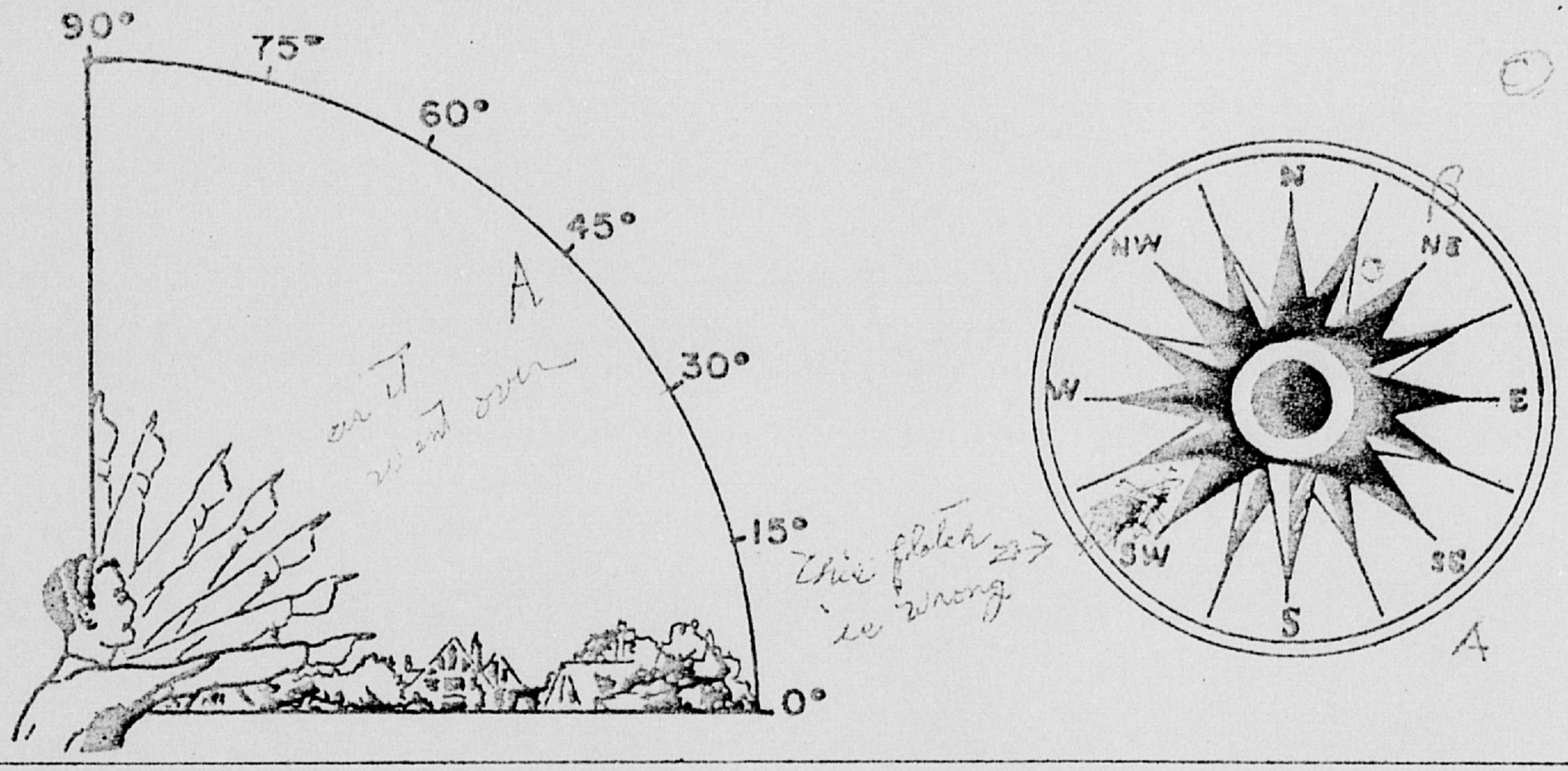
(Circle One) (Yes) No

25. Did you observe the object through any of the following?

a. Eyeglasses	Yes	No	e. Binoculars	Yes	No
b. Sun glasses	Yes	No	f. Telescope	Yes	No
c. Windshield	Yes	No	g. Theodolite	Yes	No
d. Window glass	Yes	No	h. Other plain eyes		

26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it. Place an "A" on the compass when you *first* saw it. Place a "B" on the compass where you *last* saw the object.



28. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

29. IF there was MORE THAN ONE object, then how many were there? _____
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

30. Have you ever seen this, or a similar object before. If so give date or dates and location.

~~No~~

31. Was anyone else with you at the time you saw the object? *(Circle One)* Yes (No)

31.1 IF you answered YES, did they see the object too? *(Circle One)* Yes No

31.2 Please list their names and addresses:

32. Please give the following information about yourself:

NAME [redacted] [redacted] [redacted]
Last Name First Name Middle Name

ADDRESS _____ Mc Henry _____ North Dakota
Street City Zone State

TELEPHONE NUMBER 262-4558 AGE 60 SEX male

Indicate any additional information about yourself, including any special experience, which might be pertinent.

average man

33. When and to whom did you report that you had seen the object?

_____ _____ _____
Day Month Year

34. Date you completed this questionnaire: _____ Day _____ Month _____ Year

35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.

FTD (TDEW)
Wright-Patterson AFB, Ohio 45433
14 April 1966

[redacted]
McHenry, North Dakota 58464

Dear Mr. [redacted]

Reference your recent unidentified observation. The information which we have received is not sufficient for evaluation. Request you complete the attached FTD Form 164 and return it in the envelope provided.

We wish to thank you for reporting your observation to the Air Force.

Sincerely,

Hector Quintanilla, Jr.

HECTOR QUINTANILLA, Jr, Major, USAF
Chief, Project Blue Book

[redacted]
Mc Henry N. Dakota

Dear Sir

I should reported when I seen it but I thought Our U.S. Had put up this plane deal, and expected in paper, or Radio news,

Yours

[redacted]
Mc Henry N Dakota

[redacted]

Ft. Henry N. Dakota
Apr. 17, 1966

Dear People.
Just a word with the questionnaire.
if this be any value. this is what I
call this thing I saw.
A Interwoven Helicopter
powered by small reactor of some sort.
It must have made part of its fuse.
because the one I ind. power
I got to see. on it and it took at least quart
liquid to fill them Bulbs again.
and I seen it fill up again clean to
the top of the Bulb. Then the red
light went of. this ship was not heavy
it slipped through air at bouncing rate.

Yours Truly

[redacted]

P.S. Just a Tip, what I think happens
When being pursued. it drops to
the ground and our U.S. planes
by pass it thinking it is a cattle feeder
and other building.

[redacted] ACCIDENT McCORD AFB, WASH
1/Lt Col Tacker/mjh/7-
1 APRIL 59

29 August 1960

Dear [redacted]

This is to acknowledge five of your recent letters addressed to various governmental agencies concerning unidentified flying objects and/or aircraft accidents.

In a letter dated 19 June 1960 addressed to Captain Wallace W. Elwood at Wright-Patterson AFB, you asked him to confirm a statement he made in a letter dated 12 July 1957 to Major Wayne Aho concerning Air Force pilots firing on UFOs. Captain Elwood's statement read, "In a few cases Air Force pilots have officially reported firing on flying objects which they could not identify and which were later determined to be conventional objects." Since World War II and the Korean war, there have been no reported cases of pilots firing on UFOs. Captain Elwood referred to WW II and Korean instances when pilots fired on so-called "foo" fighters or unidentified aircraft.

In letters dated 13 June 1960 addressed to Captain Joseph L. Wiggins at McChord Air Force Base, 18 July 1960 addressed to Mr. William Russler at Norton Air Force Base, and 4 August 1960 addressed to Lt. Colonel Melvin P. Terry at Norton Air Force Base, you asked for the official findings concerning an accident on 1 April 1959 near Tacoma, Washington involving a C-118 type aircraft. The Air Force findings in this particular case were pilot error due to bad judgement. Neither the accident report nor the cause factors are classified. However, the overall contents of this report are for internal use within the Air Force and may not be released outside official channels. I can assure you, of course, that contrary to previous reports, rumors and speculation that there was no UFO involved in this unfortunate aircraft accident.

In a letter dated 10 August 1960 addressed to Mr. Allen Dulles of the Central Intelligence Agency, you asked his opinion on the subject of unidentified flying objects. Mr. Dulles has referred your inquiry to the U. S. Air Force for reply. In this regard, I am inclosing the latest Department of Defense fact sheet on this subject which plainly states the position of the Department of Defense and the Air Force.

Sincerely,

Inclosure

LAWRENCE J. TACKER
Lt. Colonel, USAF
Public Information Division
Office of Information

[redacted]
Oklahoma City 6, Oklahoma

Comeback OI-3d
Reader OI-1

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D.C.

REPLY TO: DEPUTY INSPECTOR GENERAL FOR SAFETY
ATTN OF: NORTON AIR FORCE BASE, CALIFORNIA AFCRS-1

18 AUG 1960

SUBJECT: Request for Information Concerning Aircraft Accident Involving C-118A Nr 53-3250, 1 April 1959, from [redacted]

TO:

SAFOI-3D (LtCol Tacker)

1. Pursuant to the telephone conversation between Mr. Richard F. Gerwig, AFCRS-1 and Capt William M. Mack, SAFOI-3D, on 9 August 1960, the following summarization of correspondence regarding requests for aircraft accident information from Mr. [redacted], [redacted] Oklahoma City 6, Oklahoma, and replies thereto, is submitted.

a. The original request for accident information, dated 13 June 1960 (Attachment 1), was received by Capt Joseph L. Wiggins, Sr., Information Officer, 325 Fighter Wing, McChord AFB, Washington. The letter requested the cause of the accident on 1 April 1959 near Tacoma, Washington involving C-11S Nr 53-3250 as determined by the "Board of Inquiry" as well as a copy of the report prepared. [redacted] was informed by Capt Wiggins by letter dated 6 July 1960 (Attachment 2), that the request was forwarded to the Directorate of Flight (and Missile) Safety Research (D/FMSR). However, three pages of selected clippings were inclosed by Capt Wiggins for Mr. [redacted] information. A copy of the request and Capt Wiggins' reply was forwarded to D/FMSR on 6 July 1960 (Attachment 3), for action deemed appropriate.

b. [redacted] was informed by this office on 14 July 1960 (Attachment 4), that a copy of the accident report could not be furnished because of Air Force directives classifying the document as a privileged report, and that release outside official USAF channels was prohibited.

c. Mr. [redacted] replied by letter, dated 18 July 1960 (Attachment 5), stating that in addition to the original request for a copy of the report, the cause was requested and that the latter request had been ignored. Clarification of the terms "privileged report" and what was meant by "For Official Use Only" was also requested in this letter.

d. Reply to the 18 July letter was accomplished on 1 August 1960 (Attachment 6), and related in detail the reasons prohibiting release of accident information outside the USAF and that denial of Mr. [redacted] request was not

personal but was because of directives and regulations. It was pointed out that the purpose of his ([redacted]) request had never been stated in any correspondence and that if he was under contract to the USAF, details pertaining to his "need-to-know" should be forwarded through established channels.

e. Mr. [redacted] replied by letter, dated 4 August 1960 (Attachment 7), and requested copies of the regulations which deny his access to the report and cause factors related to the subject aircraft accident. A statement that a Mr. [redacted] had been informed by LtCol Lawrence J. Tacker, Public Information Division, Department of the AF, Washington, that "The Air Force findings on the C-118 transport crash 1 April 1959 were pilot error due to bad judgement." Mr. [redacted] asked if the D/FMSR concurred in this statement and if so, why was Mr. [redacted] given the data and not him? Although clear reasons had been previously given Mr. [redacted], he again queried as to the classification of the report which precludes public dissemination. (The individual [redacted] possibly could be Congressman [redacted], New York.)

2. In addition to the provisions of paragraphs 51 and 52, AFR 62-14, other directives and regulations as Department of Defense Directives 5410.1, 5230.12, 5200.6, paragraph 2d(1), AFR 11-30 and paragraph 3b(2), (3) and (4), AFR 11-22 pertain to the classification, privileged status and release of accident and other information outside USAF channels. AFM 5-4 governing forms and publications, as well as AFR 0-2, the Numerical Index of Air Force Regulations, make no provisions for the purchase or release of Air Force regulations to individuals not within the organization of the Air Force.

3. It is requested that copies of the correspondence cited (Attachments 1 through 7) be reviewed by the Office of Information for preparation of a final reply to Mr. [redacted]. A copy of your reply is requested to be forwarded to the Deputy Inspector General for Safety, USAF, Norton AFB, Attn: AFCRS-1.

Paul D. Douglas

PAUL D. DOUGLAS, JR.
Colonel, U. S. Air Force
Executive

7 Atch
1. Cy Ltr Mr. Maney 13 Jun 60
2. Cy Ltr Capt Wiggins, Sr., 6 Jul 60 (to Mr. Maney)
3. Cy Ltr Capt Wiggins, Sr., 6 Jul 60 (to D/FMSR)
4. Cy Ltr D/FMSR 14 Jul 60
5. Cy Ltr Mr. Maney 18 Jul 60
6. Cy Ltr D/FMSR 1 Aug 60
7. Cy Ltr Mr. Maney 4 Aug 60

C
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[redacted]
June 13, 1960

Captain Joseph L. Wiggins, Sr., USAF
Information Services Officer
Headquarters, 325th Fighter Wing (Air Defense)
United States Air Force
McChord Air Force Base, Washington

Dear Captain Wiggings:

I refer to the crash of the C-118 aircraft near Tacoma, Washington on April 1, 1959.

I would very much like to know what the Board of Inquiry that investigated this crash, has concluded to be the cause of the/crash.

If possible, I should like to request a copy of the report of this Board of Inquiry.

Sincerely yours,

[redacted]

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6 July 60

[redacted]
Oklahoma City 6, Oklahoma

[redacted]

Your letter of 13 June 1960, has been forwarded to: Director, Flight Safety Research, the Inspector General, Headquarters USAF, Norton Air Force Base, California.

Enclosed are selected clippings which we hope will give you information desired.

Yours truly,

/s/ JOSEPH L. WIGGINS SR.
/t/ JOSEPH L. WIGGINS SR.
Captain USAF
Information Officer

1 Atch
Clippings (3 pgs)

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HEADQUARTERS
MCCHORD AIR FORCE BASE, WASHINGTON

EWCIS 6 July 60

Request for Information

Director, Flight Safety Research
The Inspector General Hq. USAF
Norton Air Force Base, Calif.

1. Attached letter recently received from [redacted] plus our reply is forwarded for action deemed appropriate.

2. Director, Operations this base recomended this action under provisions of AFR 62-14.

/s/ JOSEPH L. WIGGINS SR.
/t/ JOSEPH L. WIGGINS SR.
Captain USAF
Information Officer

2 Atch
1. Ltr ([redacted])
2. Ltr (to [redacted] from this Hq.)

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Atch 3

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14 Jul 60

Request for Information

Mr. [redacted]
Oklahoma City 6, Okla

1. Your letter to Capt Wiggins, dated 13 June 1960, which requested a copy of the aircraft accident report involving the C-118 aircraft that occurred on 1 April 1959 has been referred to this headquarters for answer.

2. A copy of the accident report cannot be furnished to you. In accordance with applicable directives, this document is a privileged report for internal use within the Air Force, and may not be released outside official channels.

Sincerely

/s/ WILLIAM RUSSLER
/t/ WILLIAM RUSSLER
Chief, Records & Statistics Division
Directorate of Flight &
Missile Safety Research

Copies to: 325 Ftr Wg
(FWCIS) McChord
AFB, Wash

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[redacted]
18 July 1960

Mr. William Russler
Chief, Records and Statistics Division
Directorate of Flight and Missile Safety Research
Norton Air Force Base, California

Dear Mr. Russler:

I refer to your letter dated 14 July 1960.

In addition to a copy of the accident report, I requested the cause of the crash. This request was ignored.

Concerning the "priviliged" report, is it officially classified, or just kept out of public hands, by stamping it "For Official Use Only"?

Sincerely,

[redacted]

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1 Aug 60

Request for Information

[redacted]
1007 N. W. 14th Street
Oklahoma City 6, Okla

[redacted]

1. Your letter of 18 July 1960 to Mr. William Russler has been received.

2. Unfortunately, we cannot furnish you a copy of the accident report nor can the cause factors of the accident be released since this information is compiled solely for use within the Air Force for accident prevention purposes and is not released to anyone outside official channels. Please understand that your request is not denied you as an individual but is denied because of applicable Air Force directives and regulations.

3. Your letter to Capt Joseph L. Wiggins, Sr., USAF, McChord AFB, Washington, and your last letter to this headquarters did not explain the purpose for which you are requesting information on the referenced accident. Individuals or organizations under contract to the Air Force and having an official requirement may request information through established channels. If you are in this category, it is recommended that pertinent details concerning your need-to-know be forwarded to The Judge Advocate General, USAF, Headquarters USAF, Washington 25, DC.

Sincerely

/s/ MELVIN P. TERRY
/t/ MELVIN P. TERRY
LtCol USAF
Division Control Officer
Records & Statistics Division
Directorate of Flight &
Missile Safety Research

Copies to: AFCJA
AFCIS-B

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[redacted]
4 August 1960

Lt. Col. Melvin P. Terry, USAF
Division Control Officer
Records & Statistics Division
Directorate of Flight & Missile Safety Research
Norton Air Force Base, California

Dear Colonel Terry

I refer to your communication dated 1 August 1960.

If possible, and they are not classified, I should like to request copies of the regulations which deny me access to the accident report and/or cause factors of the C-118 crash of 1 April 1959.

On 23 March 1960, Lt. Col. Lawrence J. Tacker, USAF, Public Information Division, Department of the Air Force, Office of the Secretary, Washington, told Mr. [redacted]

> "The Air Force findings on the C-118 Transport crash 1 April 1959 were pilot error due to bad judgement."

Does the Flight and Missile Safety Research Directorate concur in this statement? If so, why was [redacted] given the data, and not I?

I would also like to know if the accident report and/or cause factors of the aforementioned crash are officially classified as "Top Secret", "Secret", or "Confidential" or are withheld from the public through some other means.

Sincerely yours,

[redacted]

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First, I would like to outline a report that appeared in the Seattle Post Intelligencer, Seattle, Washington, on April 2nd, 1959. The report states:

An Air Force C-118 transport plane, wrapped in flames and streaming a tail of fire, plunged to earth with four men aboard 15 miles east of McChord Air Force Base, Washington. There were no survivors. Col. Robert H. Booth, commander of the 1705th Air Transport Group, to which the plane was attached, said a radioed report from the plane indicated there had been a mid-air collision. Col. Booth said the pilot radioed about an hour and fifteen minutes after taking off from McChord on a routine training flight, "We have hit something, or something has hit us."

Col. Booth further stated that the pilot called "Mayday", the international distress signal, and reported he was heading back to the base. Then came the words, "This is it!"

That was the last contact with the stricken plane. "It would appear there was some kind of mid-air collision prior to the crash," Col. Booth said. It was reported that two bodies were found buried deep in the ground by the impact.

That concludes the report of the Seattle Post Intelligencer of April 2nd, 1959.

Robert Gribble, director of the Aerial Phenomena Research Group (national headquarters at 5103 Finley St., Seattle, Wash.) sent a group of investigators from his UFO organization and forwarded the results to me for release in this district. I submit that report from Mr. Gribble:

Subject: C-118 Air Force Transport crash on April 1, 1952.
Additional information in reference to previous report:

1. The C-118 was struck by an unknown object near Mt. Rainier. A large part of the horizontal stabilizer was knocked off. This was found in the hills on the north side of Mt. Rainier.

2. Witnesses in the area of Mt. Rainier stated that the C-118 was flying at tree-top level and was headed north. It seemed to be fighting for altitude. The plane was not on fire.

3. For some unknown reason, the plane did not land at McChord Air Force Base, but instead, turned away from the field, still flying at very low altitude. It then struck trees on Steeler Heights, damaged 4th engine, and tore

open the wing tank, which then caught fire and turned the plane into a flying torch.

4. After A.P.R.G. (Aerial Phenomena Research Group) made our first visit to the Sumner-Orting area, note the enclosed memo, the entire area was placed under a state of semi-martial law. Troops were moved in from Fort Lewis to interview residents of the area and to instruct them not to discuss the crash with any strangers.

5. The body of the fourth member of the crew has not been found, as of April 25rd, 1950.

6. The "shredded" condition in which the plane was found, is still a mystery.

This concludes the first report from Mr. Gribble, mailed to me on April 25rd. The following newspaper article was also part of the April 25rd report from Mr. Gribble. It is from the Olympian, Washington, Olympia, and is dated April 2nd:

Strange Sky Object Reported by Couple Patrolling in Orchard; and a mysterious, high-speed light in the sky have anything to do with crashing a four-engine Air Force Transport to the earth in flames Wednesday morning, and killing all four crewmen? It may seem to have, but the report of Mr. and Mrs. Bill Loomis of Offutt Lake is being studied by the air safety officer at Mc-Chord Air Force Base for possible clues to the air disaster that occurred in Pierce County.

Loomis, who operates a general store in Tillicoot, and his wife were returning home from Tacoma about 6:30 Thursday evening when they spotted the brilliant aerial object. Loomis explained it this way: "My wife was driving. We were coming from Tacoma toward Offutt Lake when I noticed off in the sky to my right an extremely bright light. It seemed to blink or go out, and then it would appear again. We watched it in relationship to the Nelson brothers' home, and it really traveled considered at a high rate of speed, and I mean it was fast. It was just over the tree tops."

Loomis said the object definitely was not an airplane. He said that when they arrived home and heard of the crash, they began to wonder about the sighting, since the object appeared to have been traveling in the direction that would lead it toward the mountain that apparently was occupied in mid-air. Last minute reports from the pilot stated he either was, or was struck by, something in the air.

A public information officer at McChord Field said Thursday that he had received unofficial reports that Army troops at Fort Lewis were training with parachute flares Wednesday evening, which may give a clue to the bright light seen. However, only one object, traveling at a high rate of speed was seen by the Loomis couple, and the Air Force authorities are emphatic enough to be checking it thoroughly.

Further reports received by the Aerial Phenomena Group, point out several [illegible] which definitely make the sighting [illegible] incidents are listed below:

1. At 7-20 P. M., [illegible] Phoenix check the Tacoma [illegible]

2. At 7-20 P. M., [illegible] dense aerial explosion. [illegible]

3. At 7-J P. M., [illegible]

crash scene) said that his wife and a house guest witnessed a bright flash through the timber in the direction of the crash scene. Later that night, it was followed by a second glow, which area dignitaries. (Notice that this took took place before the crash of the C-119 according to the I.F.I.B. report.)

4. During the early hours of [illegible], other [illegible] persons lighted objects were seen in the sky [illegible] the crash scene, and in Carbonado, [illegible] miles south [illegible]. They were also reported in the [illegible] objects in the Orting area were confirmed on [illegible] station with Orting's chief of police and the public [illegible] Chord Air Force Base. However, the information obtained on the objects were "flares being dropped by [illegible] at Fort Lewis," which is located [illegible] to the north. Mr. Bohrer, the news chief at Fort Lewis, denied that both on [illegible] on the night of the crash.

5. Witnesses in the Orting area stated that, as the C-119 passed over their area, none of the four engines were running. The two witnesses said that two parachute-like glowing objects were following the plane. The witnesses also noticed that a portion of the tailplane was missing.

6. Mr. and Mrs. Bill Beard of Orting said they saw three or four parachute-like objects in the air as the plane passed over their home. The Air Force had no comment regarding these objects.

7. At 10:00 P.M. [illegible] series of mysterious explosions shook the Seattle area.

8. About 10:00 on the morning after the crash, an anonymous phone call was received at A.P.N.C. Headquarters in Seattle, which stated that flags at McChord Air Force Base had [illegible] prior to the crash. The public information officer at McChord neither confirmed nor denied the validity of this statement.

The A.P.N.C. report continues:

On Saturday, April [illegible], a group of [illegible] proceeded to the Orting-Sumner area to investigate the [illegible] prior to the crash. We had been [illegible] in a [illegible] Fred Eurud, Orting's Chief of Police, that he would be glad to furnish us with information regarding the sighting of mysterious lighted objects, but we would have to come to Orting so that he could not [illegible] we [illegible].

Upon arrival in Orting, we found the Chief in conference with an Air Force colonel. The term was also used with Air Force [illegible].

After waiting about 45 minutes at the Chief's home for an interview, we finally were able to see him. We [illegible] to members of our group, and then left. [illegible] Chief Eurud had for our group [illegible] the Chief, and the other officials of Orting, [illegible] statement given to us by a [illegible] the part of the A.P.N.C. [illegible]

Since the crash, [illegible] officially, taylor [illegible] crash to the [illegible] [illegible] they have [illegible] also have been [illegible] want to remain silent [illegible] [illegible]

Bob Barry
328 No 6th st.
Olean, N.Y.

1 APR 59

Major Lawrence J. Tacker
Executive Officer U.S.A.F.
Public Information Services
Dept. of the Air Force
Washington, D.C.

Dear Sir:

I have received a letter from [redacted] Dir. of the Aerial Phenomena Research Org. out of [redacted] on the extra - terrestrial vehicle that crashed into the Earth's atmosphere.

Could you please give me your opinion on this matter. Of my knowledge you received a letter from Mrs. Lorenzen, giving you the facts of the case.

I would also like information on the C 118 Transport Air Force plane that crashed, killing its crew of four 15 miles East of McChord Air Force base on April 1, 1959.

I would like to receive an answer, as soon as possible pending a news broadcast. I wish to thank you for taking time in the reading of this letter.

Kindest Personal Regards,

[redacted]

News Director of Radio Station
[redacted] N.Y.

DR

67420

SAFOI-3d/Maj Tacker/mhb/72291

23 March 1960

Dear Mr. [redacted]

This is to acknowledge your recent undated letter concerning unidentified flying objects.

Mrs. [redacted], Director of the Aerial Phenomena Research Organization at [redacted] declines to furnish to the Air Force for analysis and evaluation the physical evidence she claims to have from a space ship.

The Air Force Accident Board findings on the C-118 Transport crash on 1 April 1959 near McChord Air Force Base were pilot error due to bad judgment. In this particular accident, the pilot was advised by the tower to break off his approach due to jet aircraft in the vicinity. He subsequently crashed into the hillside.

Sincerely,

LAWRENCE J. TACKER
Major, USAF
Public Information Division
Office of Information

[redacted]
Olean, New York

Comeback OI-3d
Reader OI-1

SAFOI-3d/Maj Tacker/mhb/72291

23 March 1960

Dear [redacted]

I refer to your Western Union telegram dated 17 March 1960 stating that APRO would not send the UFO residue it claims to have to the Aerospace Technical Intelligence Center at Wright-Patterson Air Force Base, Ohio, because Air Force Regulation 200-2 would prevent release of the findings to the general public.

This is erroneous and I can assure you that Air Force findings would be released immediately to the general public and the purported UFO evidence would be returned to your organization upon completion of the analysis and/or evaluation.

Sincerely,

LAWRENCE J. TACKER
Major, USAF
Public Information Division
Office of Information

[redacted]
Director
Aerial Phenomena Research Organization
[redacted]

cc: Maj. Friend, ATIC

Comeback OI-3d
Reader OI-1

[redacted] MAGNETIC TAPE - INTERVIEW IN - FILE

gations Society of [redacted]....An organization called the Aerial Phenomena Investi- has been formed by [redacted] a civil de- fense director and radio announcer in [redacted] New York. Mr. [redacted] was the au- thor of the article "The Case of the Crashed UFO" which appeared in our Oct.- Nov. issue:...

AKRON BEACON JOURNAL
25th MARCH 60

Akron Speaker Says So

Flying Saucer Rays Bringing Down Planes?

By DON KIRKMAN

Those saucy flying saucers are picking on us. Not only that, they don't like us a bit and are using us Earthmen as targets for their "ultra-sonic heat wave" guns.

That's the story ~~250~~ 400 Akronites heard Thursday night after they trudged through a windy night dotted with plenty of cold, flying identifiable white objects—snow—to hear a three-hour speech on Unidentified Flying Objects—saucers.

According to the director of the Aerial Phenomena Investigations Society, Robert Barry of Olean, N. Y., saucers are not only real, they're "hostile."

* * *

HE CLAIMS the saucers have used "micro-wave ionizers" (producers of ultra-sonic heat waves, that is) on Brazilian soldiers, American jet-fighter pilots and airliners in both countries.

This deadly weapon, he says, can knock out any electrical system in any machine. He blames ionizers for the crash of Air Force fighters and cargo planes.

Barry also inferred that last week's airline disaster in Tell City, Ind., was caused by one of the mysterious interplanetary visitors. He hinted darkly that New York City's big electrical blowout last Summer could have been the result of a blast from a saucer's "micro-wave ionizer."

"The saucers are hostile," he warned.

* * *

THE AERIAL phenomena chief claims the Air Force, press, television and airlines are conspiring to hush up the truth.

"The Air Force has spent $9,000,000 investigating saucers," he said, "and then they say they're hoaxes, mirages and hallucinations."

"Airlines tell their pilots to keep their mouths shut and the press and television won't print or broadcast our facts.

"Congress is investigating everything else," he thundered, "why not investigate flying saucers?"

tion to my wife who was standing nearby was ("It has a ring around it like Saturn!") Please remember that Saturn wouldn't disappear from a clear sky. Then as I brought it into as sharp a view as possible I could discern an upper part to it and faintly a lower part. The upper part was tilted slightly more toward the setting sun. It had a definite metallic gleam to it like the color of aluminum or magnesium. There was no light issuing forth from the object itself but only reflected sunlight. Thereafter, when it became dark we could no longer see it.

My wife and I discussed it somewhat further at the dinner table and with all the logic we could muster we believe it was some sort of unidentified flying object which was hovering over the mountainous boundary of Pasadena. We did not bother to report it to the police or any branch of the government because we are aware of the playing-down of this subject by the powers-that-be.

L. A. Rear,
752 N. Wilson Ave.,
Pasadena, Calif.

We wanted to see what was on top of this flat place. We landed at 1 P.M. While walking about the top of this place we noticed something coming in for a landing. It was about 8 feet across and was round and flat like a saucer. The undersides were a reddish color. It skidded to a stop about 30 feet away. This next you won't believe and I don't care but it's the truth. We walked up to the thing and it was some animal like we never saw before. It was hurt and as it breathed the top would rise and fall making a half foot hole all around it like a clam opening and closing. Quite a hunk had been chewed out of one side of this rim and a sort of metal looking froth issued. When it saw us, it breathed frantically and rose up only a few inches, only to fall back to earth again. It was moist and glistened on the top side. We could see no eyes or legs. After a 20 minute rest, it started pulsating once more. (We stayed 10 feet away.) And so help me, the thing grew as bright as all get out, except where it was hurt. It had a mica like shell body. It tried to rise up again, but sank back again. Then

N O T I C E

MR. ROBERT BARRY LECTURES ON

AIR FORCE FLYING SAUCER ORDERS REWRITTEN - TAKE SIGHTINGS SERIOUSLY

MR. ROBERT BARRY, CIVIL DEFENSE DIRECTOR FOR THE CITY OF OLEAN, NEW YORK, NEWS DIRECTOR OF RADIO STATION WMNS, OLEAN, and DIRECTOR OF THE AERIAL PHENOMENA INVESTIGATIONS SOCIETY, WILL APPEAR AT THE LYN THEATER, BROWN STREET and WATERLOO ROAD, AKRON, FOR PUBLIC LECTURE ON MARCH 24, 1960, 8:00 p.m. - - ADMISSION $1.00 FOR ADULTS, STUDENTS 50¢. FREE PARKING AT ADJOINING LOT.

Mr. Barry is being brought to Akron by the Unidentified Flying Objects Research Committee of Akron, so area residents may learn the real significance of the recent news release which appeared in the Akron Beacon Journal on February 28, headlined - - "AIR FORCE FLYING SAUCER ORDERS REWRITTEN - - TAKE SIGHTINGS SERIOUSLY."

Mr. Barry will relay the full content of Page 15 of the Air Force document issued to its commands December 24, 1959, stating UFOs must be rapidly and accurately identified as serious USAF business in the ZI (Zone of Interior)." This photostatic copy of the AF document, to be shown at the lecture in the form of a film slide, will prove the full existence of the mysterious UFOs.

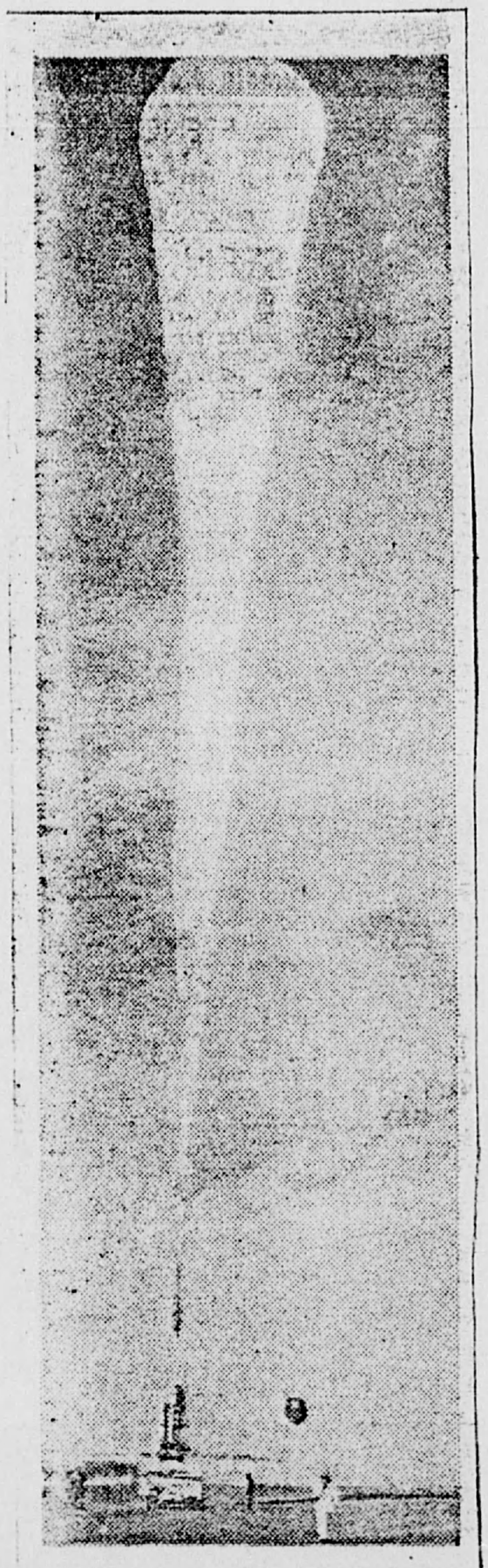
The foregoing incidents which Mr. Barry will enlarge upon should be weighed and considered as being directly related to the new orders issued by the Air Force that "UFOs are serious business."

He will tell of a near crash of a National Airlines DC-6 in 1953, near Philadelphia, with a "shiny, disc-shaped object" causing passengers in the plane to tumble to the aisles when the pilot put the plane in a full dive. The incident failed to appear on the national news wires across the nation.

Mr. Barry will also relate the "hushed" incident of August 13, 1952, when a total of 68 unidentified flying objects were visually sighted and traced by radar within ten miles of the Washington National Airport in a period of three hours. The Civil Aeronautics Administration confirms this in an official document which was never released to the public.

Mr. Barry will reveal statements by an Air Force Colonel saying C-118 transport crashed as the result of possible mid-air collision with unknown object. (Crash occurred April 1, 1959, killing its crew of four.) He will play a tape-recorded telephone-beep interview with Col. Robert E. Booth, Air Transport Group Commander, 1705 Air Transport, McChord AFB, Washington. Col. Booth said the "pilot did report by radio before crashing that he had struck some object in the air." APIS will also report statements made by residents of Offutt Lake, Washington, stating they sighted a "brilliant aerial object" traveling at a high rate of speed. They said it appeared to be "just over the treetops." The sighting occurred about 11 minutes following the crash of the C-118. The full report will be given during the lecture.

Incidents in the United States and Brazil involving persons being burned about the bodies by the mystery sky objects will be told. He will reveal for the first time an incident involving an unidentified flying object in connection with a Brazilian Army Garrison kept under wraps since 1957. "The Untrasonic Heat Wave Beam and You" will be one of the most startling factual accounts, thoroughly investigated and authenticated, ever released to the public.



LAUNCHED — Vernalis, Calif., Apr. 11—The Air Research and Development command of the Air Force announced Thursday it had launched the world's largest plastic balloon. The balloon's diameter is 240 feet and is fabricated of polyethelyne plastic only one-thousandth of an inch thick. Filled with helium, the balloon reached a ceiling of 116,000 feet.—AP Wirephoto.

8 APRIL, 1959

25 Apr 59

I SAW A FLYING SAUCER

SOURCE: FLYING SAUCERS - OCT 59 Pasenda Calif

This section of FLYING SAUCERS is devoted to factual reports by our readers. Here you will find the personal accounts of those who have actually seen flying saucers, and here, if you are one of those lucky ones, is the place for you to tell your own story! If you have had any sort of "saucer" experience, please send it in to us and we will print it.

April 25th, 1959, I was out in the back yard working on an old washing machine. The time was 6:30 P.M., and the sky was perfectly clear. The sun was setting in the west and a couple of jet planes were creating brilliant vapor trails which showed dramatically against the blue sky because of the setting sun.

I called my wife out of the kitchen to have a look at the pretty display which was so striking against the cloudless sky. Immediately her eyes lowered and centered on a bright object hanging motionless in the sky to the north. We are only about one mile away from the mountains to the north of us which average a height of around 5,000 feet. On the crest of the mountains are about five or six television broadcasting towers to cover the millions of population in the Los Angeles County. Pasadena and Glendale lie nearest to these mountains.

As soon as she exclaimed "Look, what's that over there?" I too lowered my vision from the vapor trails to the bright object hovering in the direction of the mountains. I saw it and was impressed by its metallic gleam. It was too early for any stars to be out. Furthermore, it was not as brilliant as a star or planet in a cloudless sky, but it had a little larger diameter. I estimated it to be about a mile away and about 20,000 feet high. It could even have been lower. (If one would hold his arm out at length with his hand at the level of the top of the head this would be about the correct angle of ascent in which we viewed the object.) We watched it hovering motionless for about fifteen minutes, when I decided to get further witnesses in case this reached the newspapers. I called out the neighbors next door who were watching television, and when I asked them if they wanted to see a flying saucer, they thought I was cracked. They laughed it off as an early star and went back to their TV set. As they disappeared into their living room, I hollered at them "When the sun sets you won't see any star in that position!" I was right. At 6:45 the sun had set and the object had slowly disappeared from sight. My wife, with her keen eye sight said she could still faintly see it, but I could not. Before it had lost its brilliance, however, I ran into the house and brought out the only glasses we had which was a little 4-power field glass with no prisms. I trained it on the object and registered not a little surprise at what I saw. My first exclama-

EAST

Here again

Bubbly liquid

red like fire in light

Bulb

for 12 in

long glass

with 10

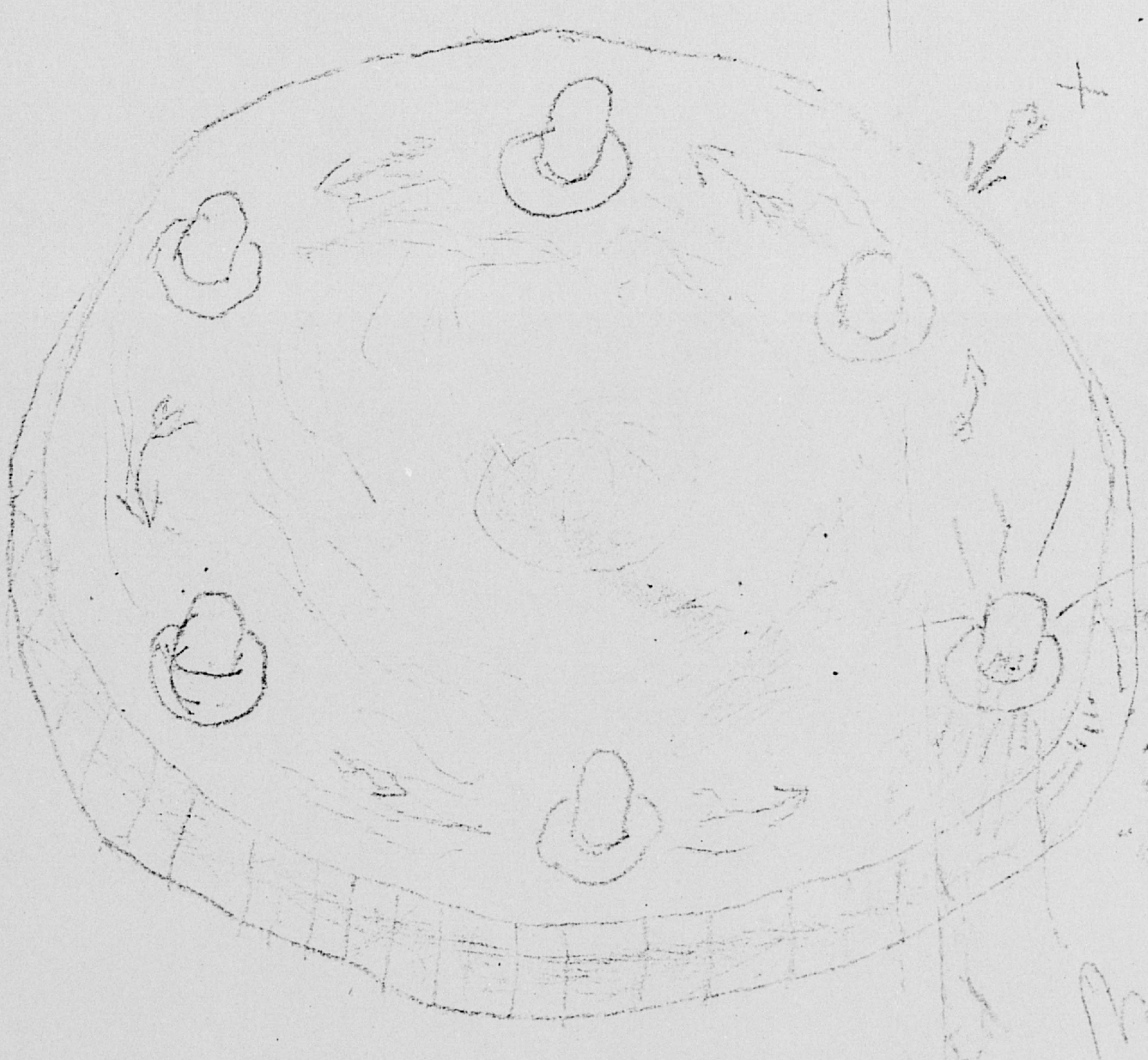
12 High

Here again

Loop like Welder

Sparks some escaped

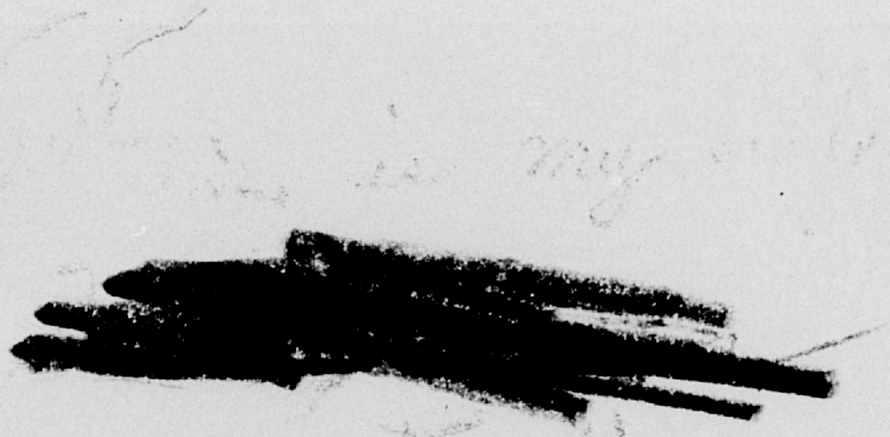
the circle.



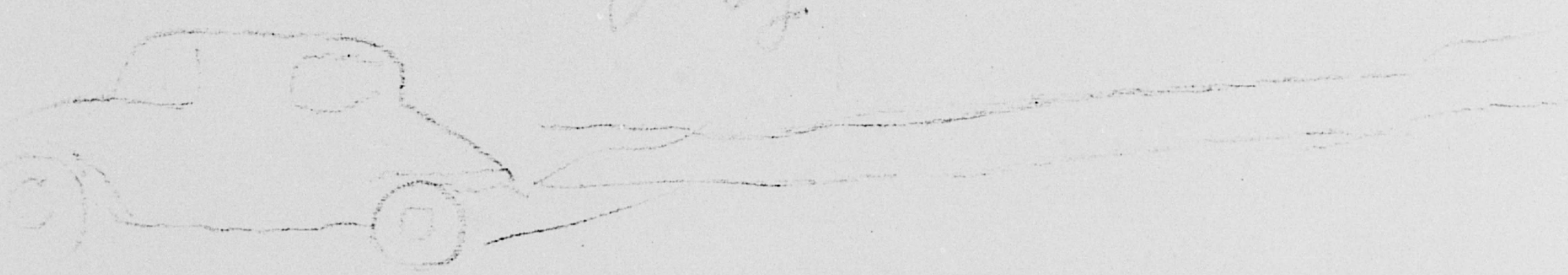
agent

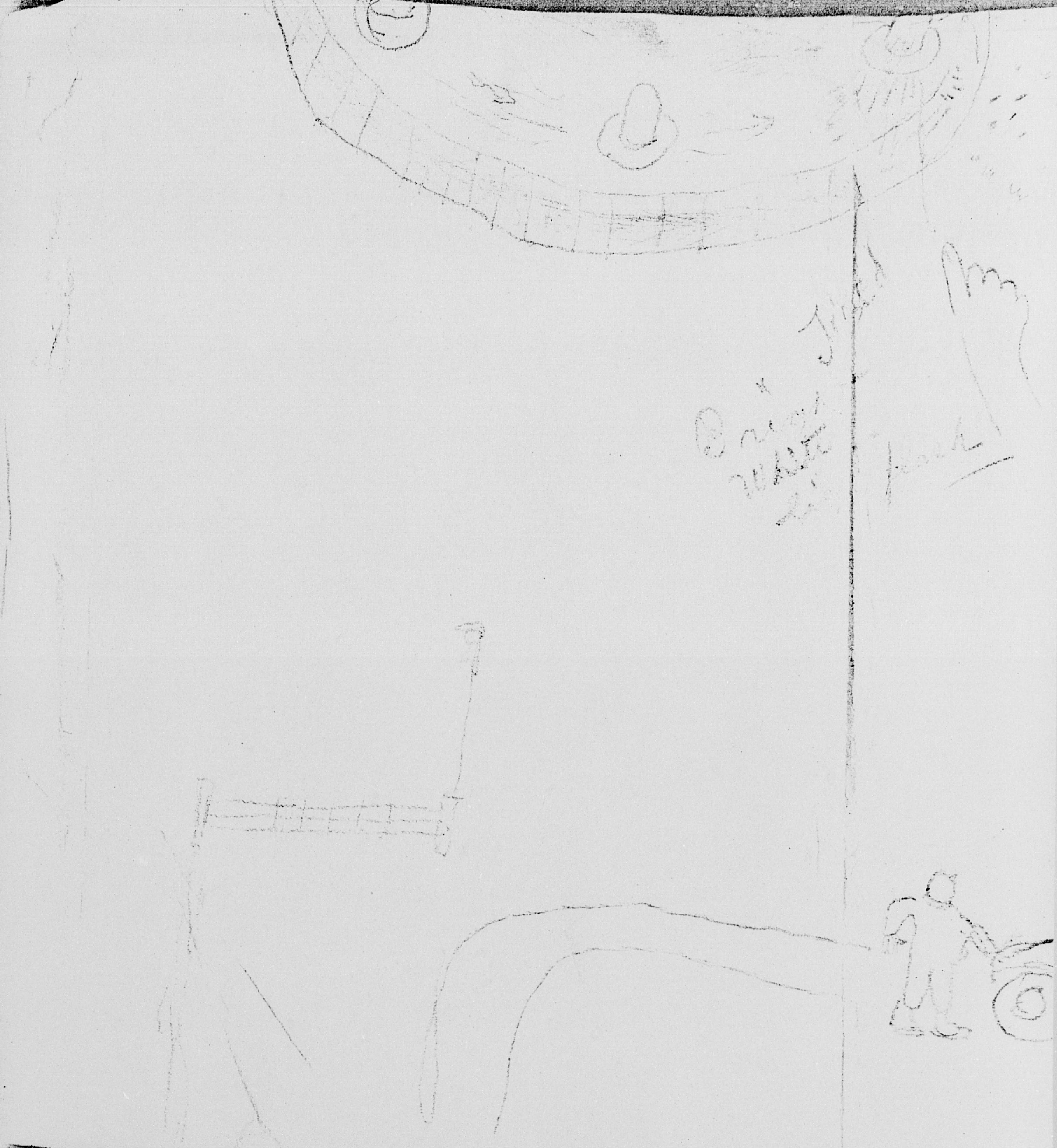
look like Welder

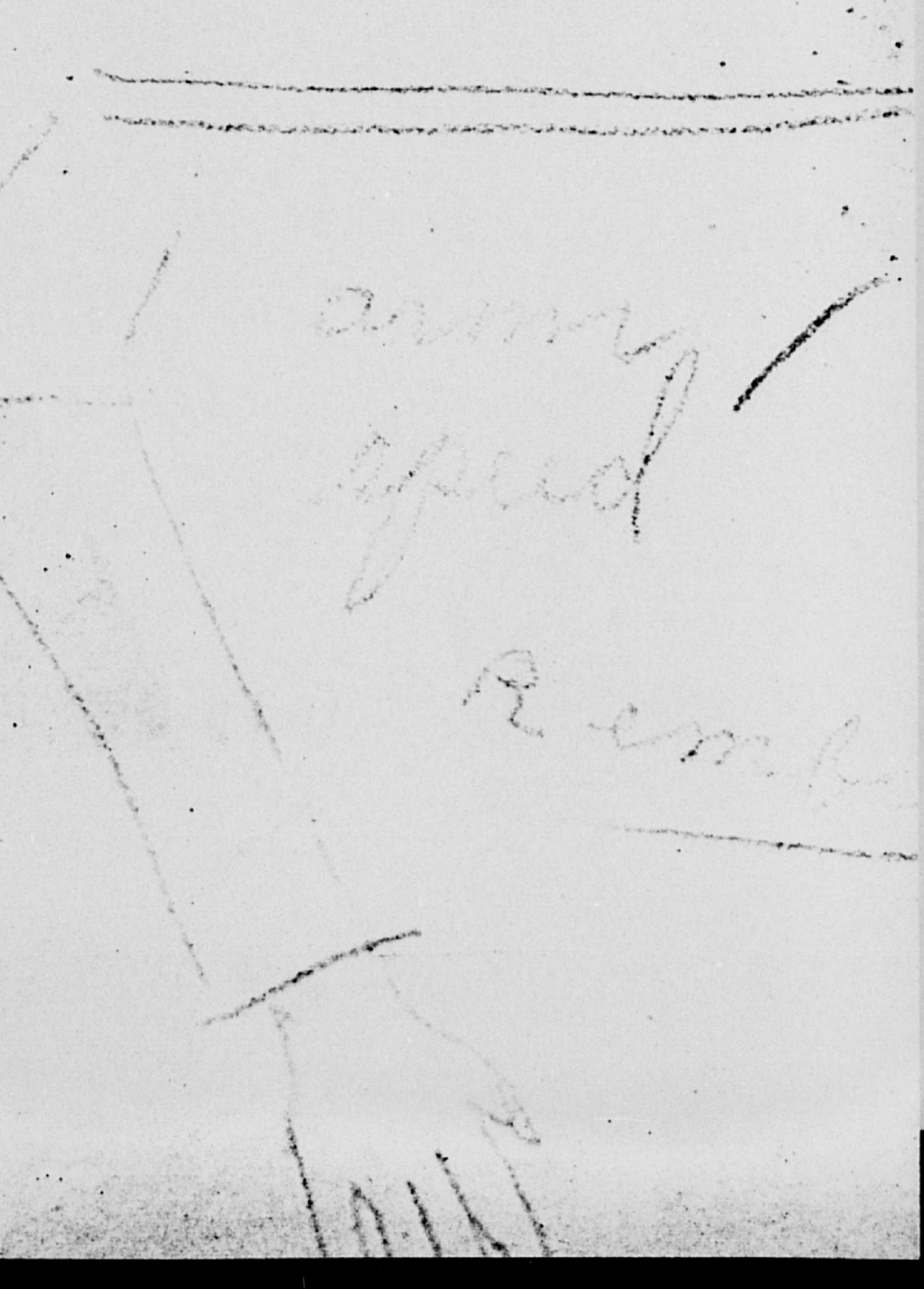
Sparks come off the circle.



Standing by Car







MAY 1958 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
2	New York	Trans Canada Airlines	Balloon
2	Pease AFB, New Hampshire	Military (RADAR)	Other (FALSE TARGET)
2	Vanderhoof B.C., Canada	[redacted]	Astro (METEOR)
3	Dayton, Ohio	[redacted]	Insufficient Data
5	Richey, Montana	[redacted] (PHYSICAL S)	Other (CHAFF)
5	Dayton, Ohio	[redacted]	Balloon
6	Waxahachie, Texas	[redacted]	Aircraft
8	Wilmington, Delaware	[redacted]	Aircraft
8	12 Mi NE of Austin, Texas	[redacted]	Aircraft
8	Neshanic, New Jersey	[redacted]	Astro (ALTAIR)
13	Offutt AFB, Nebraska	Military	Insufficient Data
13	Miami, Florida	[redacted]	Astro (METEOR)
14	Elsinore, California	[redacted] (PHOTO)	Insufficient Data
14	Philadelphia, Pennsylvania	[redacted] (PHOTO)	Other (FLARES)
17	O'Hara AFB, Illinois	[redacted] (PHOTO)	Other (DEVELOPMENT FLAW)
18	4 Mi W of Greenbush, Kansas	[redacted]	Other (BALL LIGHTNING)
19-20	New Madison, Ohio	[redacted]	1. Astro (METEOR) 2. Other (SEARCHLIGHT)
20	Alexandria, Virginia	[redacted]	Astro (METEOR)
21	8 Mi E of Rapid City, South Dakota	[redacted]	Balloon
25	West Bloomfield, Michigan	[redacted]	Insufficient Data
26	Burlington, West Virginia	[redacted]	Astro (METEOR)
27	Dallas, Texas	[redacted]	Insufficient Data
29	E of Valladolid, Spain	Military	Astro (METEOR)
29	Japan	U.S. Navy	Astro (METEOR)
29	Hawaiian Islands	U.S. Navy	Astro (3 METEORS)
30	Hawaiian Islands	U.S. Navy	Astro (METEOR)
30	Prime Hook Beach, Delaware	[redacted]	Astro (METEOR)
30	Hawaiian Islands	U.S. Navy	Astro (METEOR)

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

DATE	LOCATION	SOURCE	EVALUATION
May-Jul	Pacific Area	Summary	
May	Universe	Science News Ltr	
Summer	Ashland, Oregon	[redacted] (Ltr)	
6	Galt, Ontario, Canada	Newsclipping	
20	Tres Loman, Argentina	Newsclipping	
21	Brindisi, Italy	[redacted] (Ltr)	