PROJECT 10073 RECORD

1. DATE - TIME GROUP 3 September 65 04/0500Z	2. LOCATION Damon, Texas
3. SOURCE Civilian	10. CONCLUSION UNIDENTIFIED
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION 5 - 10 Minutes	11. BRIEF SUMMARY AND ANALYSIS See Case File Object at 5 deg elevation 240 deg azimuth. Disappearance by shooting up 90 degrees into the air. Purple color.
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE Stationary	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

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

DAMON, TEXAS

3 SEPTEMBER 1965

Two Deputy Sheriffs were driving south on Highway 36 from Damon, Texas, toward West Columbia at approximately 2300 on Friday, 3 September 1965. About three miles south of Damon, a very bright purple light, that was stationary on the horizon about five to six miles away and southwest of their position was noted. After a few seconds a smaller blue light appeared out of the larger purple light and traveled to the right of the original purple light, stopping momentarily in two distinct positions before becoming stationary. The lights then floated upwards to an angle about 5 - 10° above the horizon. The objects remained at a distance of five to six miles and the observers were unable to distinguish any other features other than the two bright lights. The car was turned around and attempts were made to get closer to the lights. At one time binoculars were used to view object. After traveling about 3/4 of a mile down Highway 36, the observers slowed down, and again the lights were viewed through binoculars. The observers slowed down to almost a stop, off the edge of the highway, and while watching the lights, they started coming toward the witness at a rapid speed. The object came up to the pasture next to the highway, about 150 feet off the highway and about 100 feet high. The bulk of the object was plainly visible at this time and appeared to be triangular shaped with a bright purple light on the left end and the smaller, less bright, blue light on the right end. The bulk of the object appeared to be dark gray in color with no other distinguishing features. The object appeared to be approximately 200' wide and 40 - 50' thick in the middle, tapering off toward both ends. There was no noise nor any kind of trail. The bright light illuminated the ground directly underneath it and the area in front of it, including the highway and the interior of the patrol car. One observer stated he felt heat that was apparently emanating from the object. As the observers headed back toward Damon, one observer continued to watch the object out of the back window of the car. It appeared to remain in the same position for approximately ten seconds, and then move off in the direction where they first saw it at a very high speed. While it was in motion the smaller blue light on the right side disappeared entirely and the larger purple light became smaller but retained its brilliance apparently caused by its movement away from them. After arriving at approximately its original position, it went straight up in the air and disappeared at 25 - 30° above the horizon.

After leaving the scene the observers returned to the same area and again saw the bright purple light on the horizon and the smaller blue light again appeared out of the larger purple light. After the blue light moved exactly like it did the first time and became stationary, the lights floated in the air at about 8 - 10°. Observers left the scene because they figured that the object would start moving towards them again.

COMMENTS

At the time of the sighting Antares, with a stellar magnitude of +1.2, was setting at 240 degrees azimuth. There was a surface radiation inversion during this period from the ground to 300 feet, and a very strong inversion between 8,000 and 10,500 feet. This inversion was strong enough to cause radar refraction. As Antares was setting this inversion between 8,000 and 10,500 feet could have caused a distortion of Antares.

Houston Air Traffic Control reported no IFR traffic in the area at the time of the sighting. They had no records of VFR traffic. Houston radar records indicated no UFO or unusual sightings during the period in question.

The fact that the object disappeared by shooting up 90 degrees into the air makes this case unidentified since such an abrupt change in position prevents an astronomical explanation.

NO CASE: Information Only
SOURCE: APRO Bulletin, Sep-Oct 65

3 Sep 65
Houston, Texas Area

UAO PURSUES POLICE

(their car engine was running), no change in the lights and no visible trail. The purple light seemed more brilliant as it approached, the distance between the two lights appeared to be 200 feet (based on object's length in relation to telephone poles along the highway and their distance from each other). The height of the object appeared to be 40-50 feet. (See sketch). The width and depth from "front" to "back" was undeterminable. See sketch for shape. The color of the object between the two lights was gray, material indeterminable, and there were no markings, that is, no letters, numerals, signs, windows, portholes, doors, wheels, antennas or protrusions.

The "purple light" on the "left", was rectangular in shape (see sketch), 40 to 50 feet in height. McCoy emphasized this light appeared to be same height as that of object at center. McCoy saw this light as constantly pulsating purple of the brilliance of a welder's light, but purple instead of blue. To Goode this light appeared to be a mass of small flashing lights. Blue light on object's "right", was definitely less prominent in size and brilliance than purple light; McCoy recalled that it, too, seemed rectangular in shape when close up.

Goode's car window was down; his elbow was extending outside beyond the window ledge; he states he definitely felt heat from object at this point. Window on McCoy's side was up.

Both witnesses were astounded by UAO's extraordinary rapid approach to the vicinity of their car; by the realization that it was a truly solid object; by its huge size; and by the brilliance of the purple light. Goode admitted he panicked upon feeling the heat and drove from the scene as fast as patrol car would accelerate, reaching 110 miles per hour "in almost no time". The UFO produced no noticable ill effects on the men nor did it in any way affect the car or equipment. As they sped from the area, McCoy tried to continue his observation of the UAO, and as best as he could determine the object seemed to "snap back" to its original location, slightly above horizon level. McCoy used the expression "snap back" twice in his description.

Suddenly it shot straight up, the purple light becoming tremendously brilliant, and disappeared completely at what McCoy estimated was a 20 degree elevation above the horizon.

After driving for some time, and attempting to recover from their experience, McCoy insisted that they return to

One of the best documented multiple-witness sightings gathered and investigated by APRO in the past 6 months is the following which contains complete details:

On Friday, 3 September 1965 at 11 p.m. Chief Deputy Sheriff B. E. McCoy and Deputy Sheriff Bob Goode of Angleton, Texas (south of Houston) were patroling the West Columbia area of Brazoria County, on the highway between W. Columbia and Damon.

McCoy spotted a brilliant purple glow at horizon level beyond vast pasture land and was unable to identify source. Officers heading south, Goode driving, McCoy on driver's right. Object to the west. Glow soon became discernible as bright light, round in appearance. Next, McCoy noted somewhat smaller, less powerful blue light seemingly "emerge" from purple light and move some distance to its right. He later realized this effect resulted from object making 90 degree turn so that it "faced" them, and the blue light, which had been parallel with and "behind" the purple one, now became visible. Goode had maintained until this time that the lights were oil field lights and McCoy disagreed. McCoy then noticed that both lights had apparently risen simultaneously slightly above horizon level, and Goode then conceded that objects could not be oil field lights, so he swung the car around for a better view as they were now directly opposite the light, McCoy on the side next to pasture. Based on knowledge of terrain and upon further investigation in daylight, McCoy and Goode estimate the object at this point was 5 to 7 miles from the highway. Although our investigator occasionally used the word object in his report, there was nothing but two lights visible until this point.

McCoy feels certain that within the next three or four seconds, after the car was turned around, the object traversed the distance from its initial position to a spot approximately 150 feet from the highway, 100 feet above ground level and parallel to their car. This movement

7

Information Only
Source: Saucer News, Vol 13, #1, Mar 66

Damon, Texas
X3 Sept 1965

WEIRD UFO INCIDENT IN TEXAS: On the night of September 3rd, two police officers had a terrifying encounter with a UFO near Damon, Texas. The object, 200 feet long and 50 feet in diameter, approached so close to their patrol car, that its erie light was visible on the ground. The officers panicked and left the area at speeds in excess of 100 miles per hour. Later that night they returned. The same or a similar UFO again swooped down on their car, and again they left the area rapidly. They did not come back for a third try.

The really unusual aspects of the case are the following: An open sore on one officer's arm was apparently healed by heat and light from the UFO. The policeman, named Bob Goode, had had his arm out the window of the patrol car during the sighting, and later found that an infected wound from an alligator bite had healed suddenly.

The second weird aspect was the fact that Goode was visited by two men shortly after the incident, who told him in detail about the sighting, and advised him that, should he have another such encounter, he should "try to cooperate with any being on board, and keep to himself any conversation he might have with such beings." The identity of these two mysterious men is apparently not known.

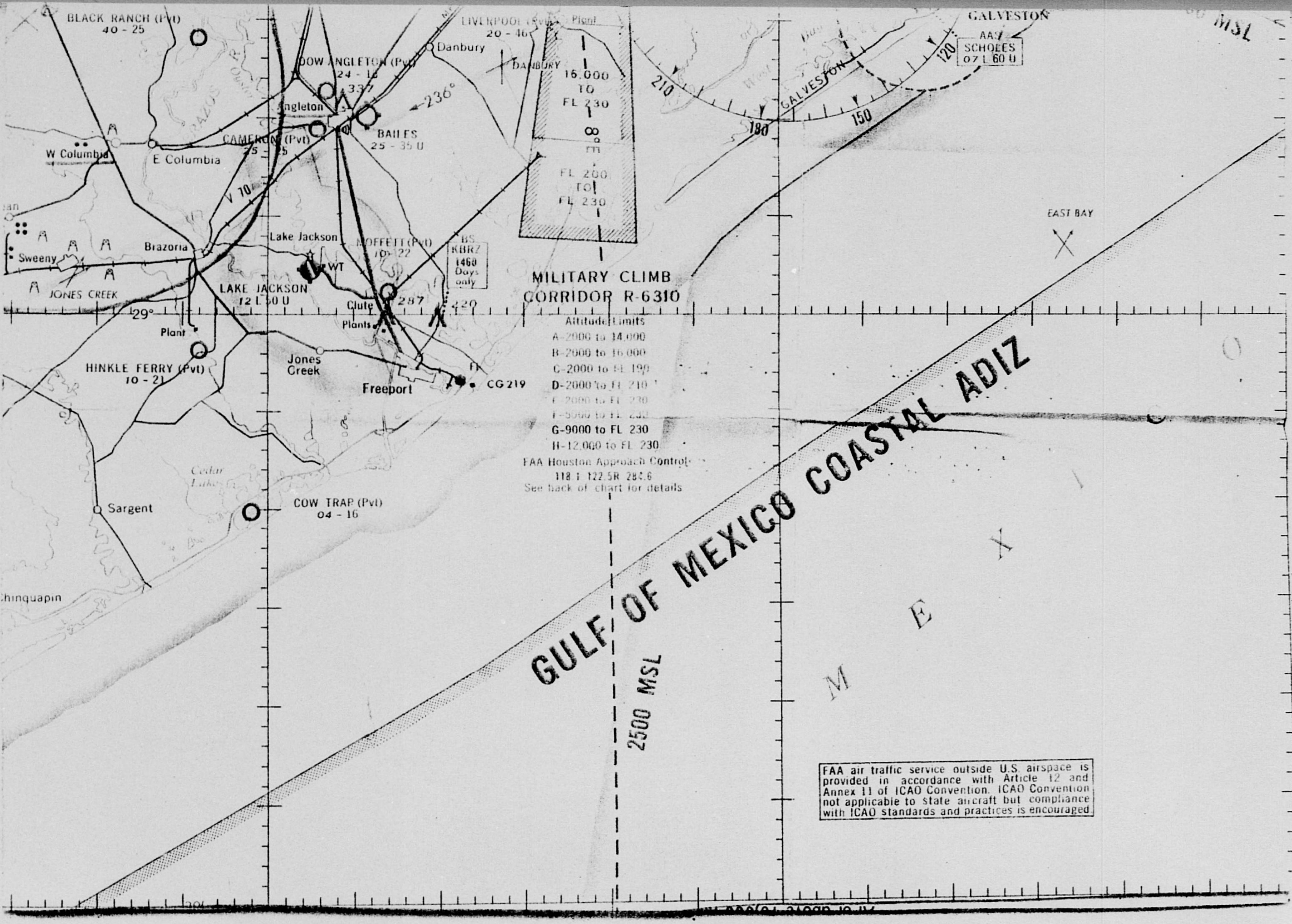
An on-the-spot Air Force investigation of the affair failed to solve anything. Major Laurence R. Leach, Jr., of nearby Ellington Air Force Base, concluded that "both officers appeared to be intelligent, mature, level-headed persons capable of sound judgment and reasoning." (Brazo-Sport Facts, Freeport, Texas, 9/6/65-9/9/65.)

3 September 1965 at 2300

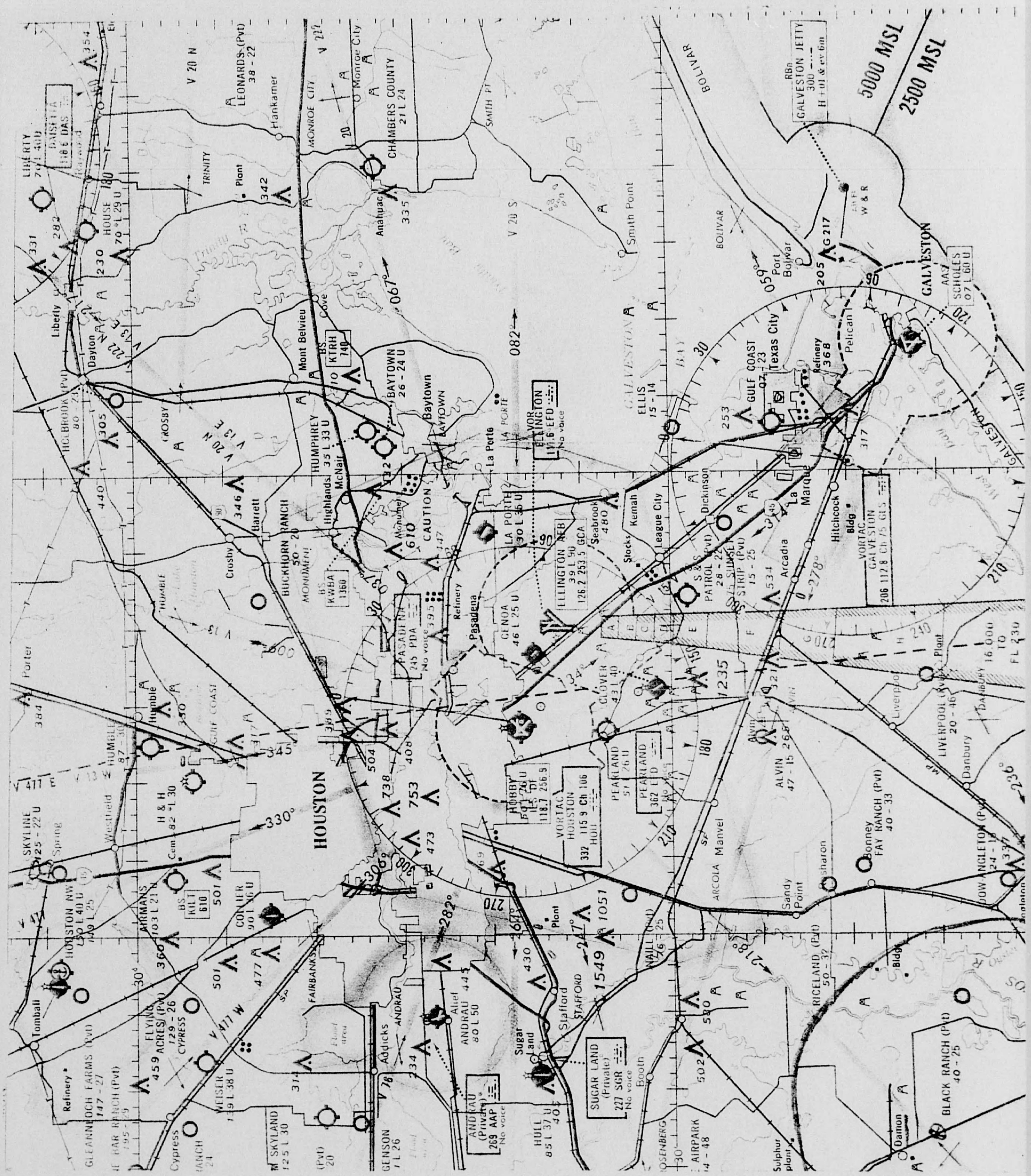
MOON	17.33.53	1st Q	235 az 10 elev
VENUS	13.03.37	- 3.5	Set
MARS	14.24.20	+ 1.3	Set
JUPITER	5.51.04	- 1.8	Not Up
SATURN	23.04.44	+ 0.8	140 az 50 elev

HOUSTON GAINS 20 Minutes astro time converting time to 1040PM. This elevates the MOON to 15 deg elevation on heading of 230 deg azimuth and brings the Star ANTARES TO A position on the horizon at 240 deg azimuth.

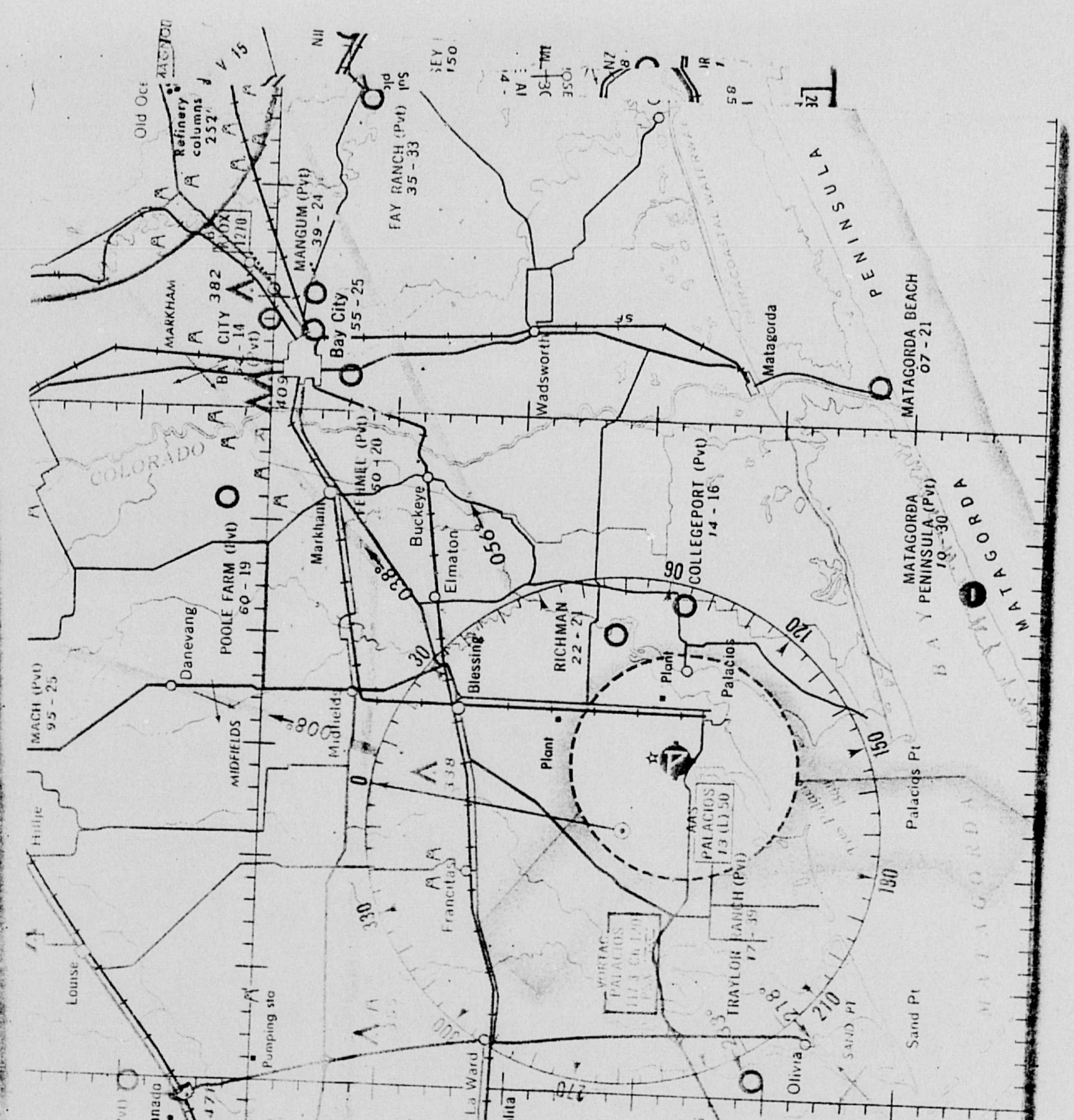
ANTARES has a stellar magnitude of + 1.2



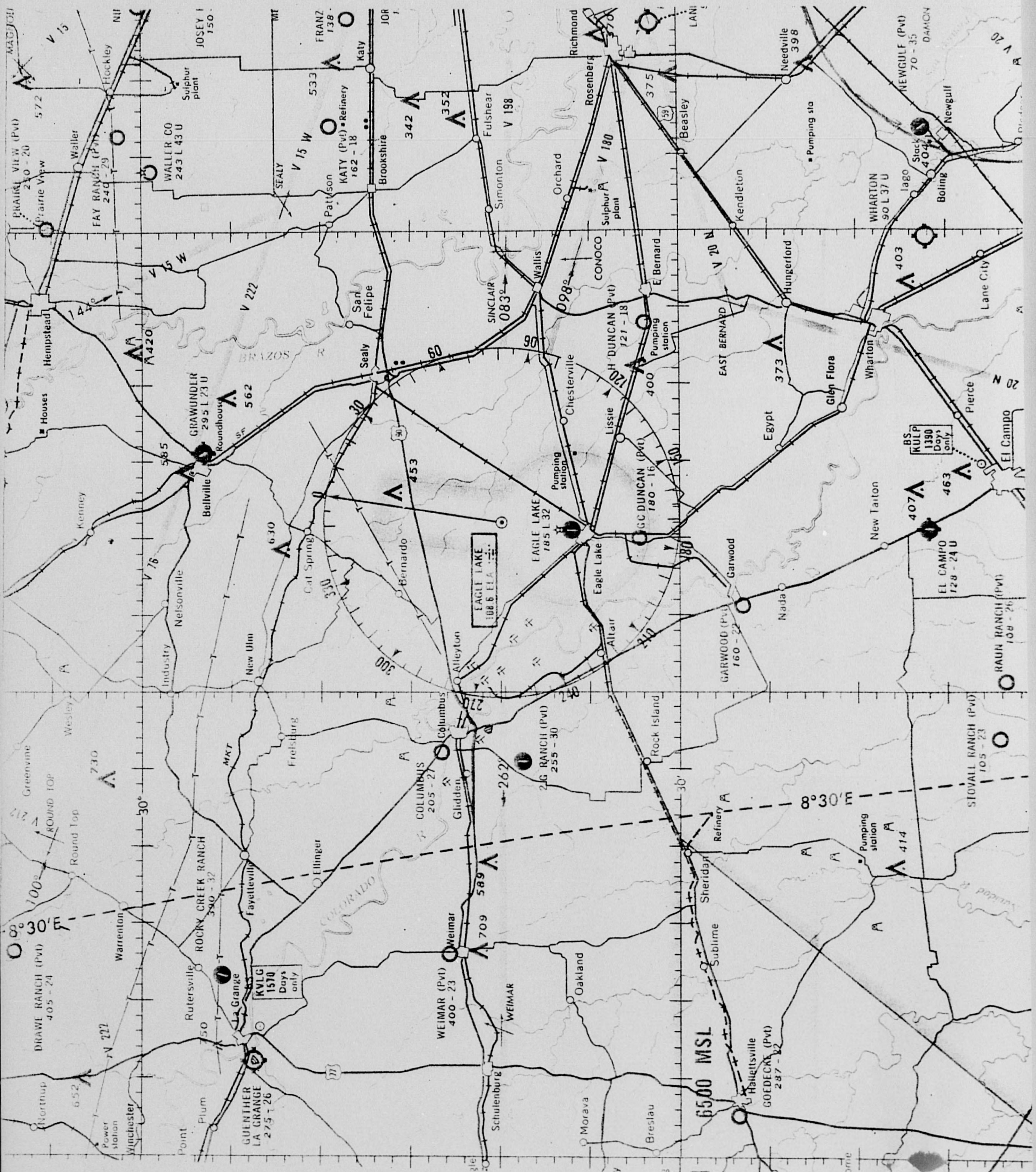
FAA air traffic service outside U.S. airspace is provided in accordance with Article 12 and Annex 11 of ICAO Convention. ICAO Convention not applicable to state aircraft but compliance with ICAO standards and practices is encouraged.

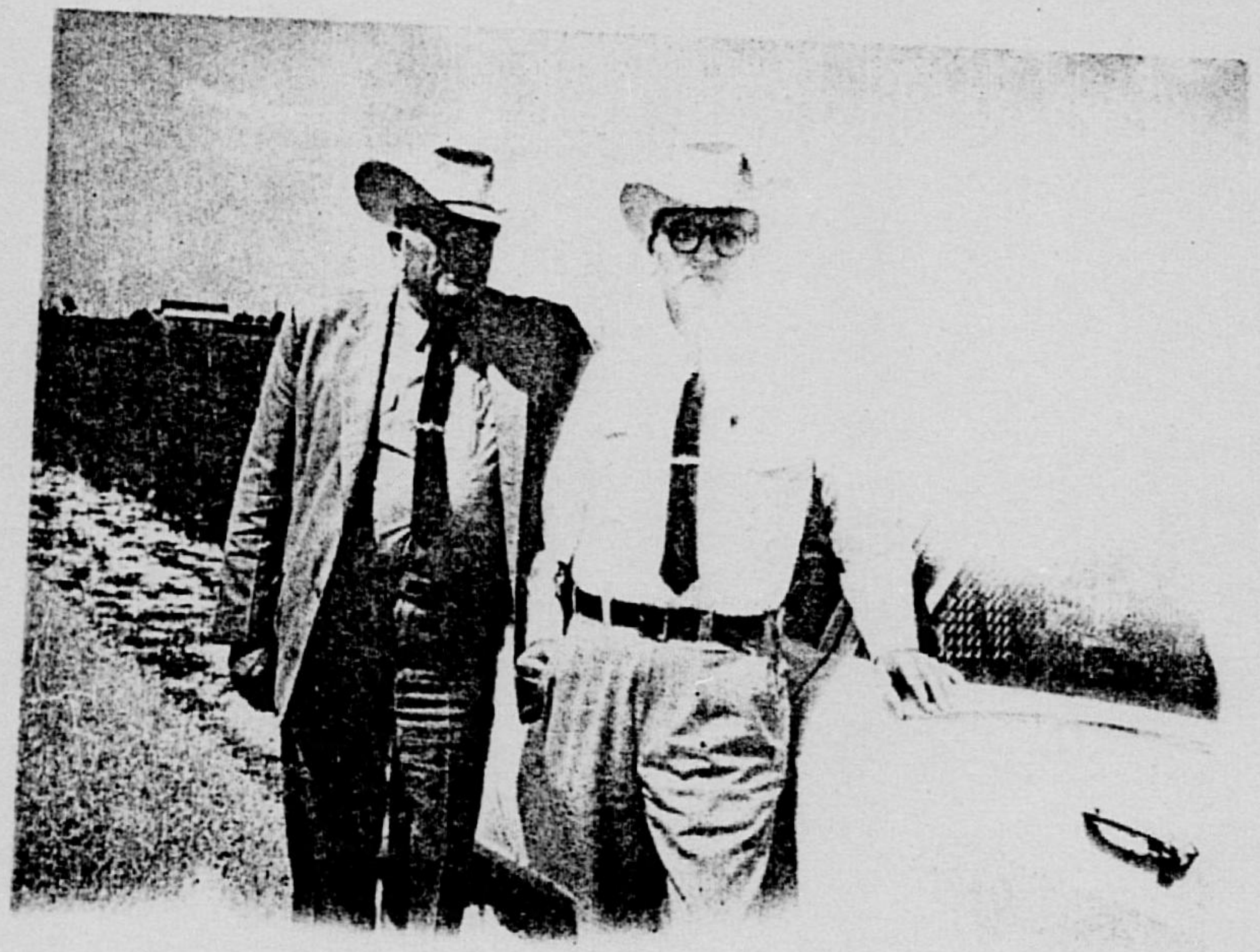


HOUSTON
GALVESTON
5000 MSL
2500 MSL
GALVESTON JETTY
BOLIVAR
Port Bolivar
Texas City
GULF COAST
La Marque
Hitchcock
VORTAC GALVESTON
SCHOLES
Dickinson
League City
Kemah
Seabrook
ELLINGTON AFB
ELLINGTON
La Porte
Baytown
BAYTOWN
Mont Belvieu
Anahuac
CHAMBERS COUNTY
Smith Point
LIBERTY
Dayton
Crosby
Barrett
BUCKHORN RANCH
HUMPHREY
Highlands
CAUTION
PASADENA
Pasadena
Refinery
GENOA
HOBBY
VORTAC HOUSTON
CLOVER
PEARLAND
ALVIN
Manvel
ARCOLA
Sandy Point
Bonney
FAY RANCH (Pvt)
Liverpool
LIVERPOOL
Danbury
ANGLETON
RICELAND (Pvt)
BLACK RANCH (Pvt)
Damon
HULL
Sugar Land
SUGAR LAND
Stafford
ANDRAU
Addicks
FAIRBANKS
WEISER
COLLIER
CYPRESS
Cypress
FLYING ACRES (Pvt)
GLEANNLOCH FARMS (Pvt)
Tomball
HOUSTON NW
SKYLINE
Spring
Westfield
H & H
HUMBLE
Humble
Porter
V 20 N
V 13 E
V 20 S
V 222
V 477 E
V 477 W



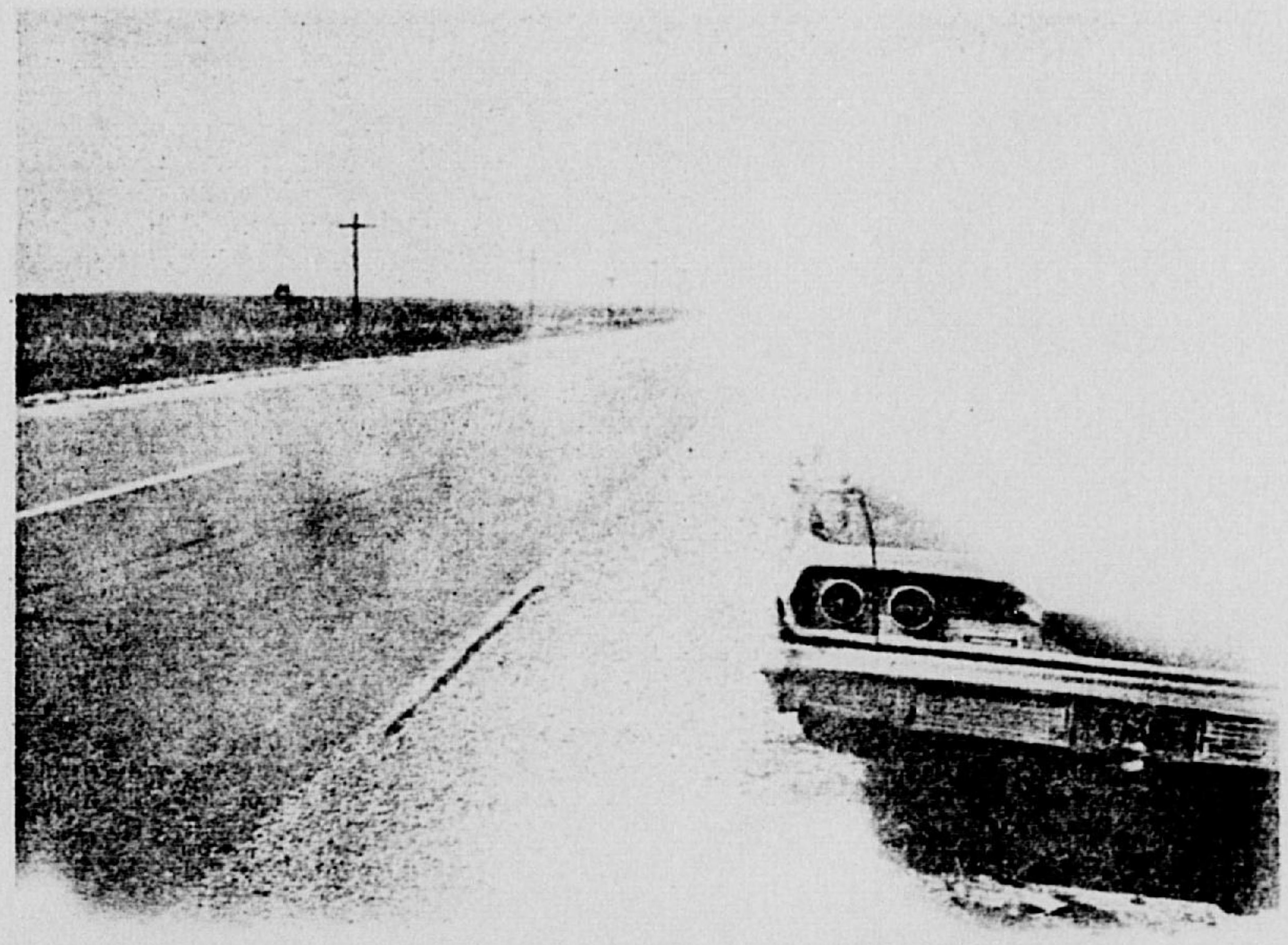
Bay City
155 - 25
BAY CITY
MANGUM (Pvt)
39 - 24
FAY RANCH (Pvt)
35 - 33
MARKHAM
Refinery columns 252'
Old Ocean
V 15
Wadsworth
Matagorda
MATAGORDA BEACH
07 - 21
PENINSULA
COLORADO
POOLE FARM (Pvt)
60 - 19
FEHMEL (Pvt)
50 - 20
Markham
Buckeye
Elmaton
056°
COLLEGEPORT (Pvt)
14 - 16
RICHMAN
22 - 21
Blessing
Plant
Palacios
MATAGORDA PENINSULA (Pvt)
10 - 30
MATAGORDA
BAY
Palacios Pt
PALACIOS
AAS
TRAYLOR RANCH (Pvt)
Francitas
Danevang
MACH (Pvt)
95 - 25
MIDFIELDS
Midfield
Hillje
Louise
Pumping sta
La Ward
Lolita
Olivia
Sand Pt
CALAWAY (Pvt)
74 - 24
Ganado
Tanks
29°
8°30'E
Point Comfort
Magnolia Beach
Edna
Vanderbilt
La Salle
Pump sta
Port Lavaca
PEIKERT (Pvt)
17 - 19
TANNER (Pvt)
413
292
377
490
Inez
Placedo
Dacosta
Elevator
GREEN LAKE RANCH (Pvt)
50 - 45
Bloomington
254
VICTORIA
VICTORIA CO
FOSTER
115 L 1030
Telferner
Control zone eff 0600 to 2200
Victoria
Pumping station
Refinery
McFaddin
346
331
510
547
104
30
60
90
120
150
180
210
270
330
0


PRAIRIE VIEW (Pvt) 250 - 20
Prairie View
Waller
FAY RANCH (Pvt) 240 - 29
Hockley
V 15
572
JOSEY 150
Sulphur plant
WALLER CO 243 L 43 U
FRANZ 138
533
KATY (Pvt) 162 - 18
Refinery
Katy
V 15 W
SEALY
Pattison
Brookshire
342
352
Fulshear
V 198
Simonton
Orchard
Richmond
Rosenberg
375
Beasley
Needville 398
NEWGULF (Pvt) 70 - 35
Newgulf
Pumping sta
Kendleton
V 180
Sulphur plant
CONOCO
E Bernard
V 20 N
Hungerford
WHARTON 90 L 37 U
Iago
Stack 404
Boling
403
Lane City
V 20
Hempstead
144°
V 15 W
V 222
San Felipe
BRAZOS R
SINCLAIR 083°
Wallis
098°
H DUNCAN (Pvt) 121 - 18
Pumping station
EAST BERNARD
373
Wharton
Glen Flora
Egypt
Pierce
20 N
El Campo
BS KULP 1390 Days only
463
Houses
A420
GRAWUNDER 295 L 23 U
Roundhouse
562
Sealy
60
90
Chesterville
120
Lissie
400
30
90
453
Pumping station
GC DUNCAN (Pvt) 180 - 16
150
585
Bellville
SF
Kenney
630
Cat Spring
0
330
Bernardo
EAGLE LAKE 185 L 32
EAGLE LAKE 108.6 ELA
Eagle Lake
180
Garwood
New Taiton
407
EL CAMPO 128 - 24 U
V 76
Nelsonville
New Ulm
Alleyton
300
Altair
210
GARWOOD (Pvt) 160 - 22
Nada
RAUN RANCH (Pvt) 108 - 26
Industry
Wesley
Frelsburg
Columbus
270
240
Rock Island
30'
COLUMBUS 205 - 27
ZIG RANCH (Pvt) 255 - 30
262°
Glidden
STOVALL RANCH (Pvt) 105 - 23
Greenvine
730
30°
ROUND TOP
V 212
100°
Round Top
MKT
8°30'E
Refinery
Pumping station
414
Ellinger
COLORADO R
589
ROCKY CREEK RANCH 390 - 32
Fayetteville
Sheridan
Warrenton
709
Weimar
Sublime
8°30'E
DRAWE RANCH (Pvt) 405 - 24
Rutersville
KVLG 1570 Days only
La Grange
WEIMAR (Pvt) 400 - 23
WEIMAR
Oakland
V 222
750
Hallettsville
GOEDECKE (Pvt) 287 - 22
Northup
652
Power station
Winchester
Point
Plum
GUENTHER LA GRANGE 275 - 26
Schulenburg
Moravia
Breslau
6500 MSL



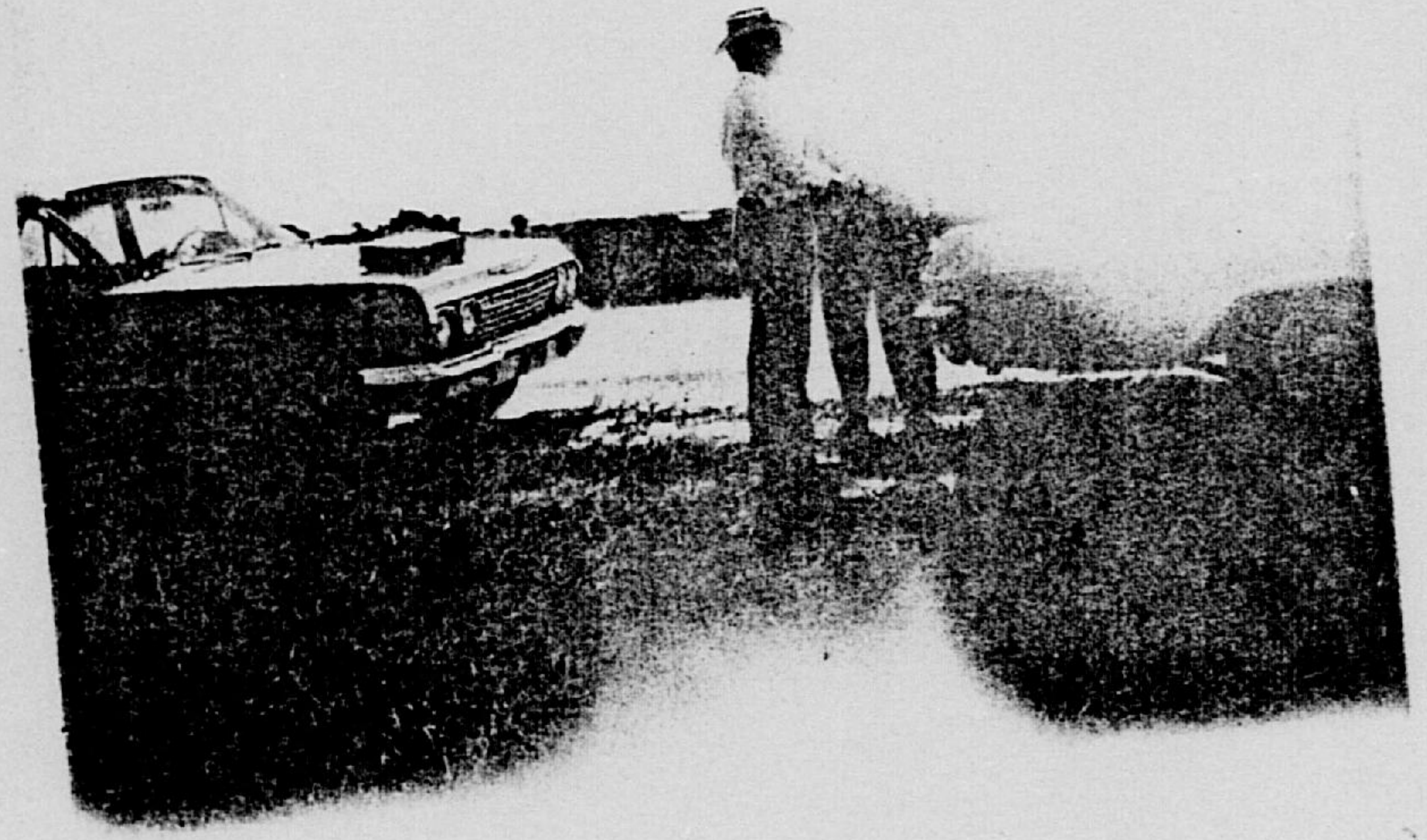
DEP. SHERIFF
GOODE

CHIEF DEP. SHERIFF
McCOY



LOOKING NORTH (330°) ON HIWAY 36

LOOKING SOUTH (150°) ON
HIGHWAY 36



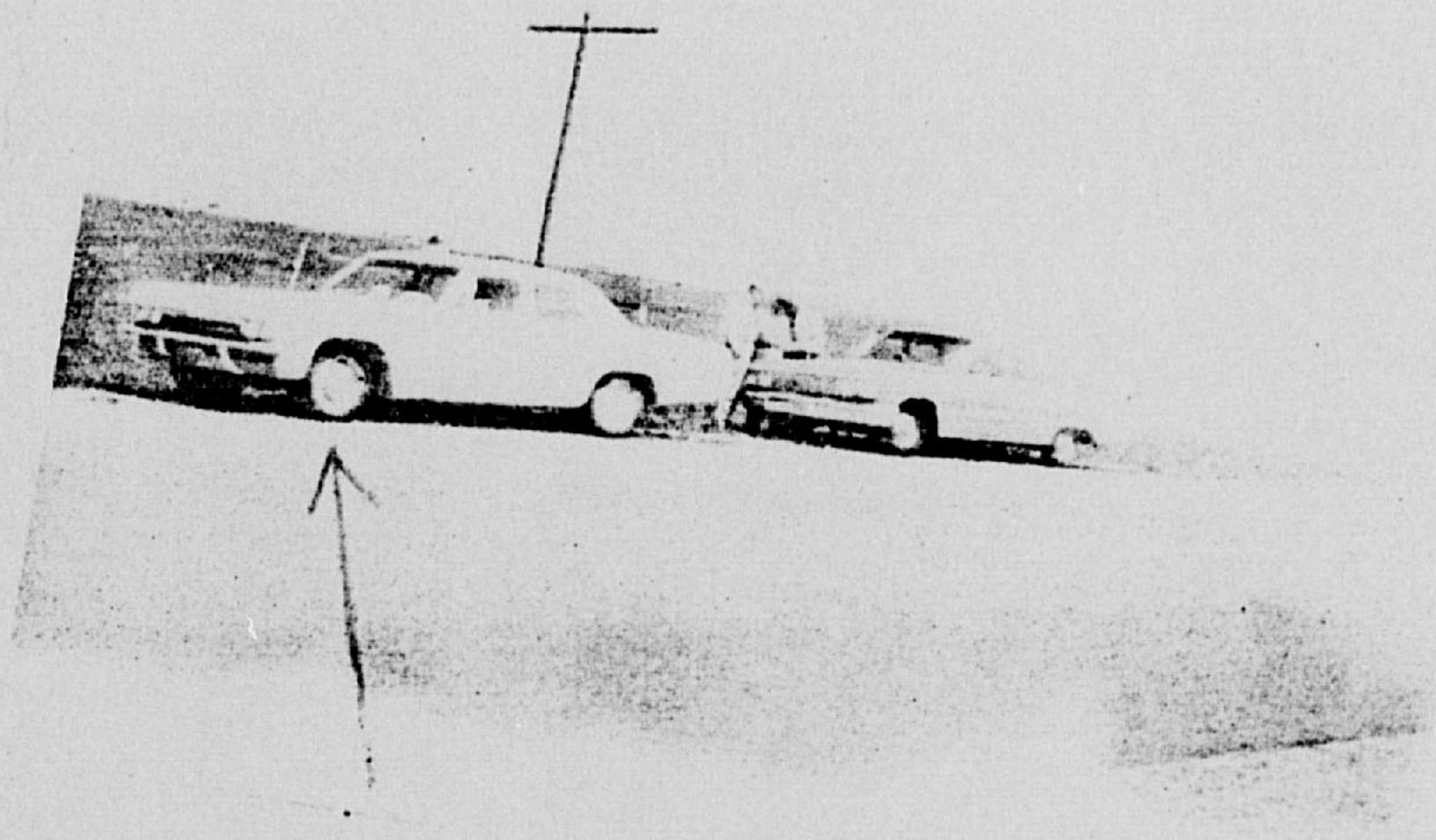
LOOKING TOWARDS PASTURE (240°)
WHERE OBJECT WAS SEEN.

McCoy LEACH GOODE

PATROL CAR FROM WHICH OBJECT WAS SEEN.

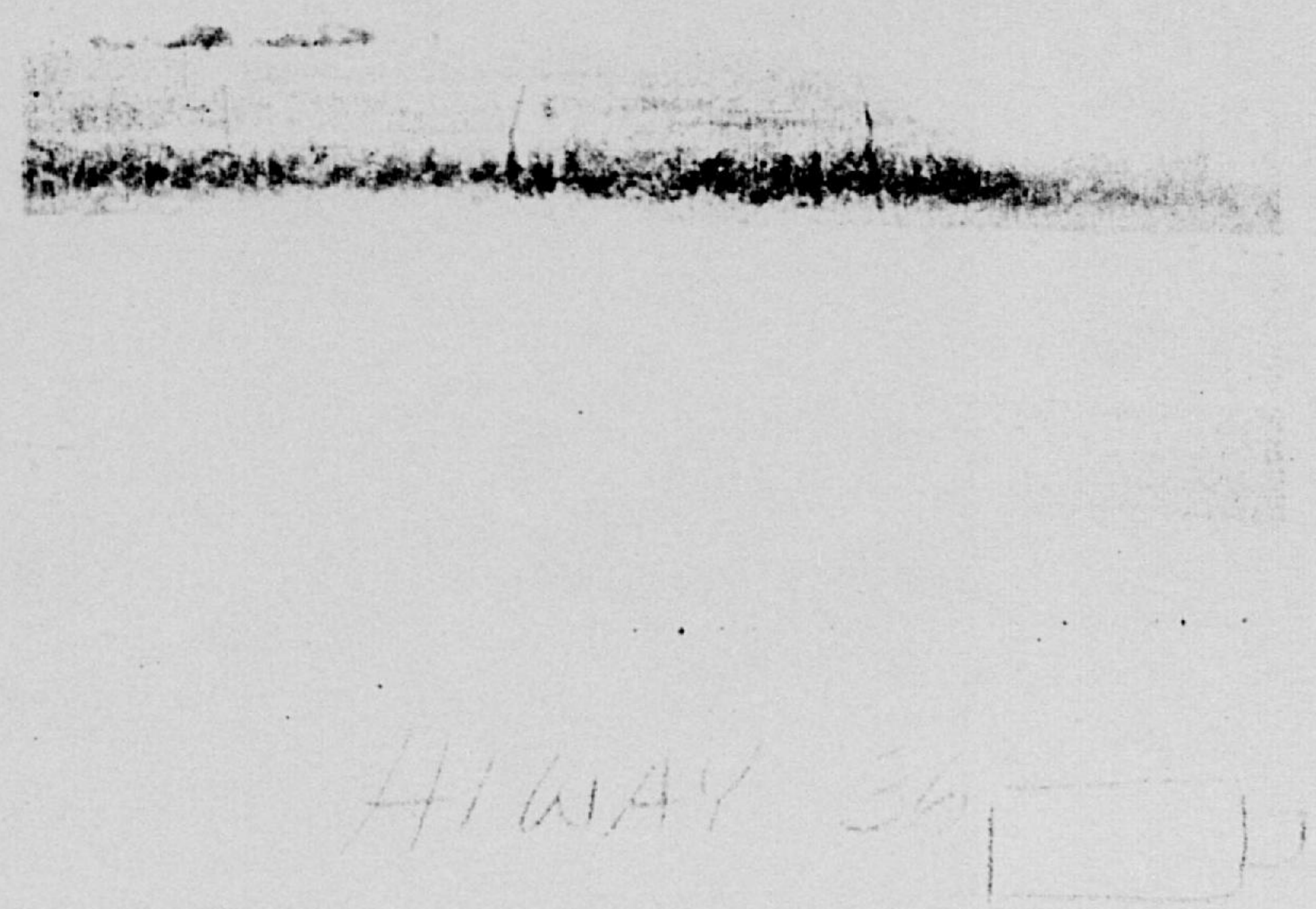
[illegible] [illegible] [illegible] FIRST SEEN [illegible]

Hway 36 [illegible]

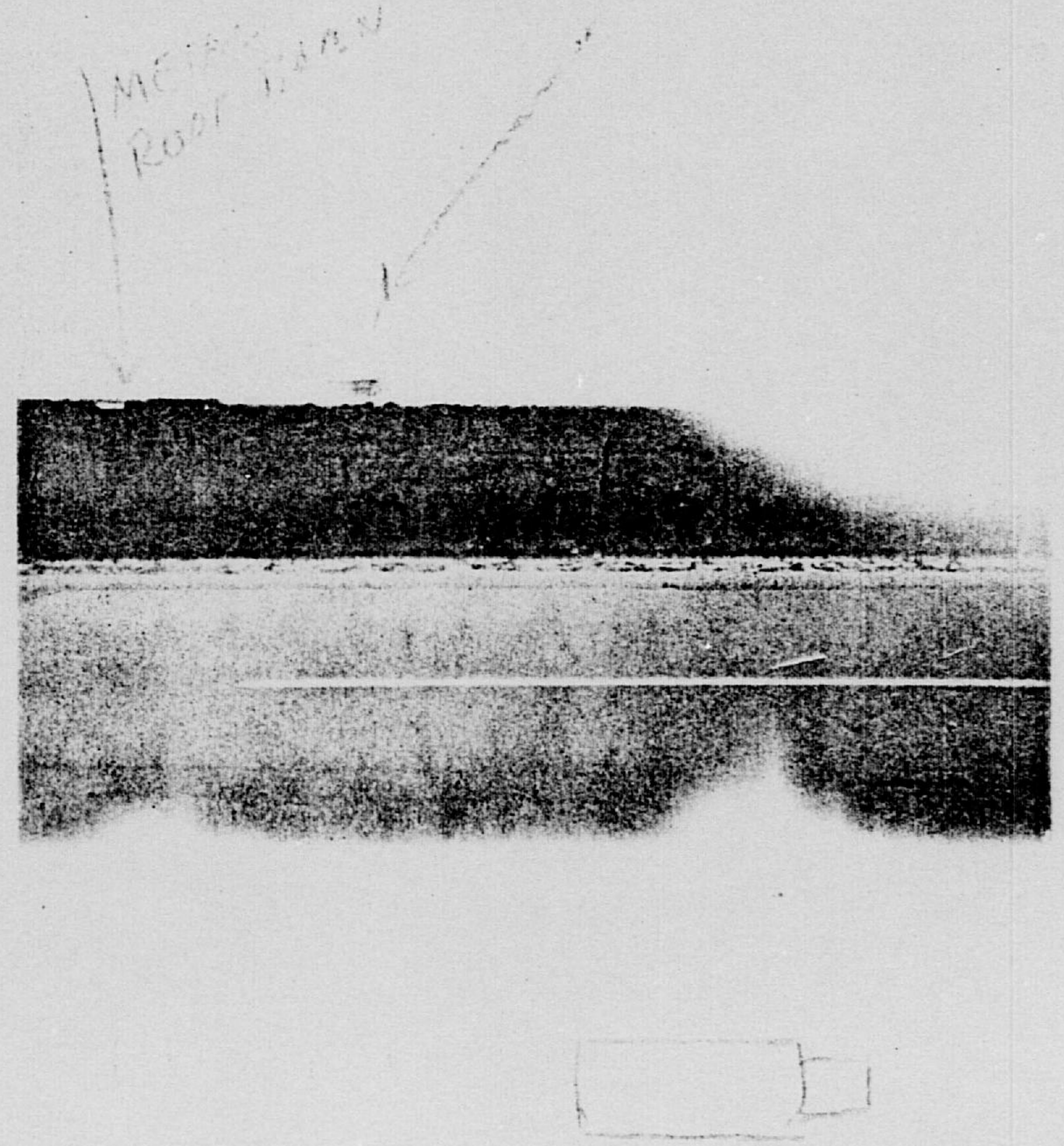


CAR FROM WHICH
OBJECT WAS
RECEIVED

[illegible] CAMERA HAD LIGHT LEAK TO BELLOWS WHICH [illegible]
ACCOUNTS FOR [illegible] QUALITY OF [illegible] LIGHT



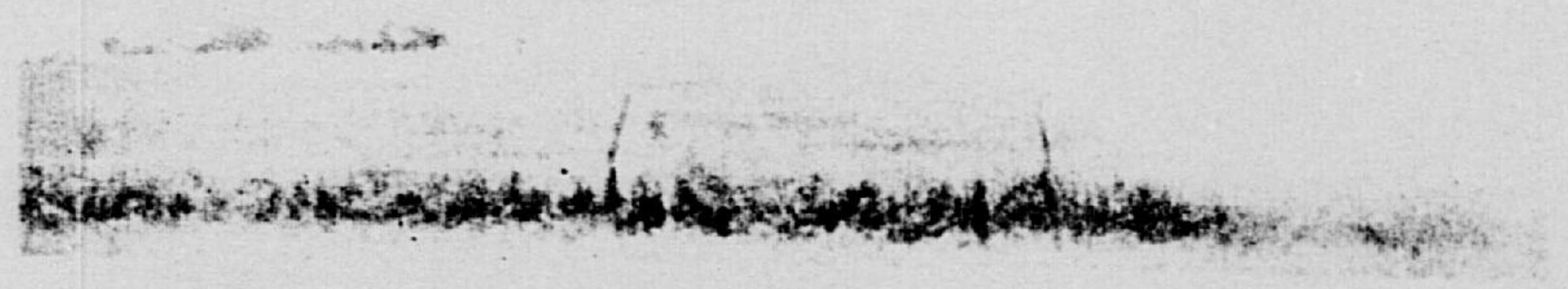
MY CAR [illegible]

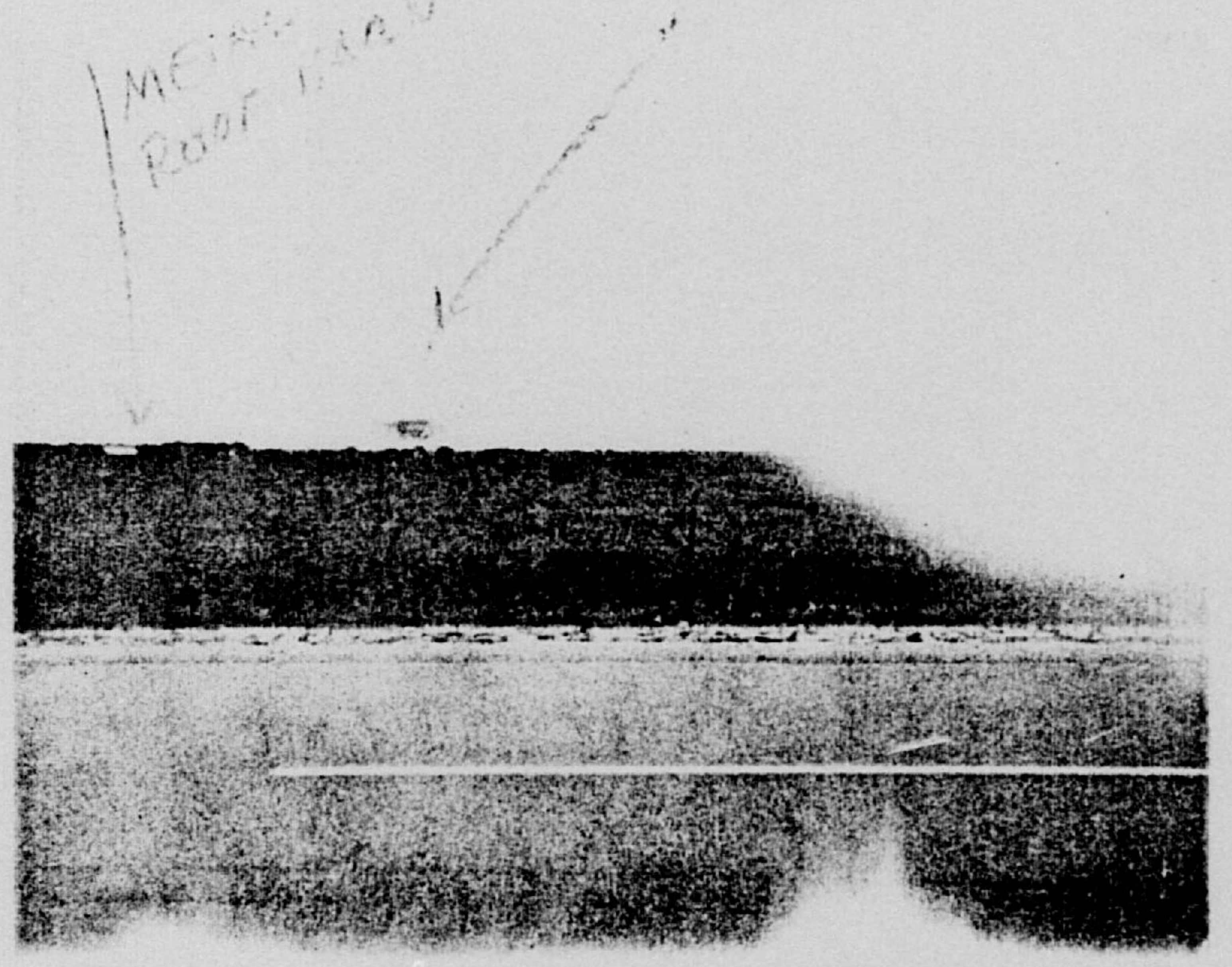


DEP. SHERIFF'S CAR

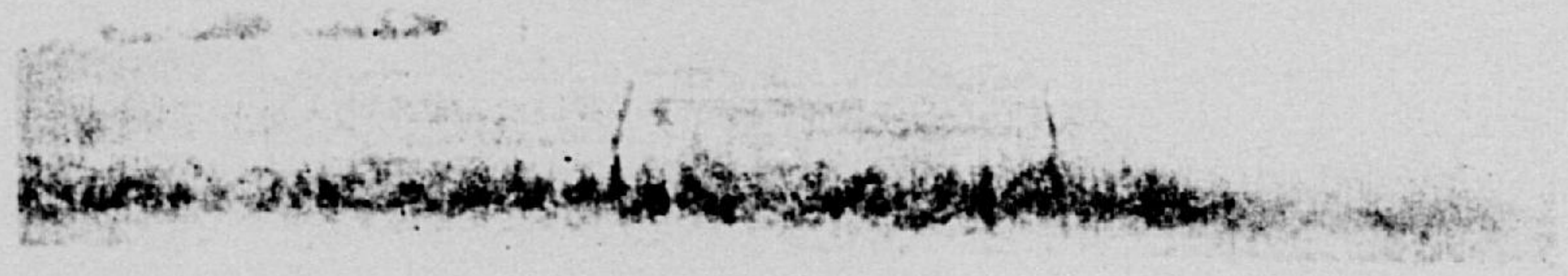
CAR FROM WHICH
OBJECT WAS
OBSERVED

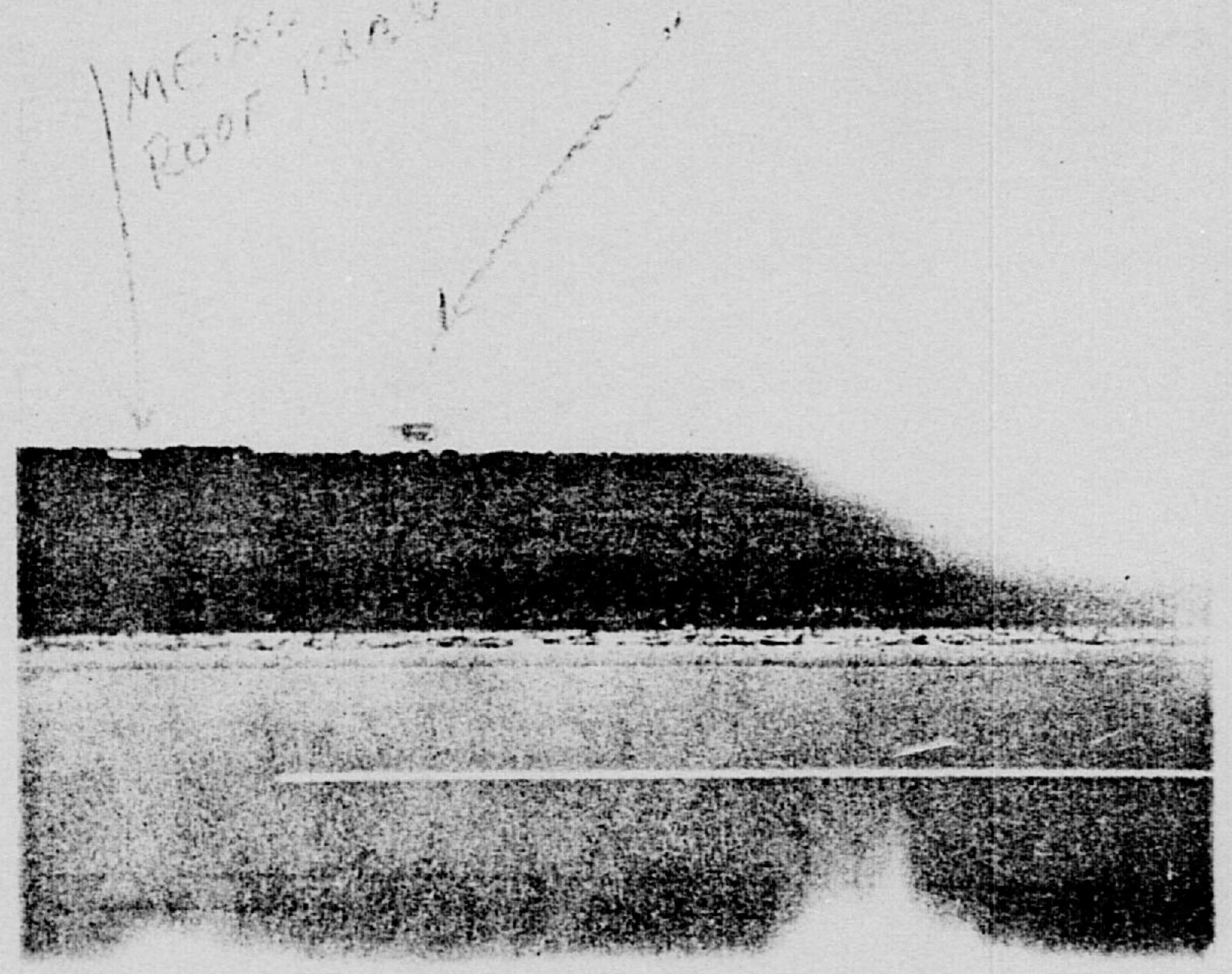
[illegible] CAMERA HAD LIGHT LEAK IN [illegible] WHICH [illegible]
ACCOUNTS FOR THE [illegible]





[illegible] CAMERA HAD LIGHT LEAK IN BELLOWS WHICH [illegible] ACCOUNTS FOR LOW QUALITY [illegible]





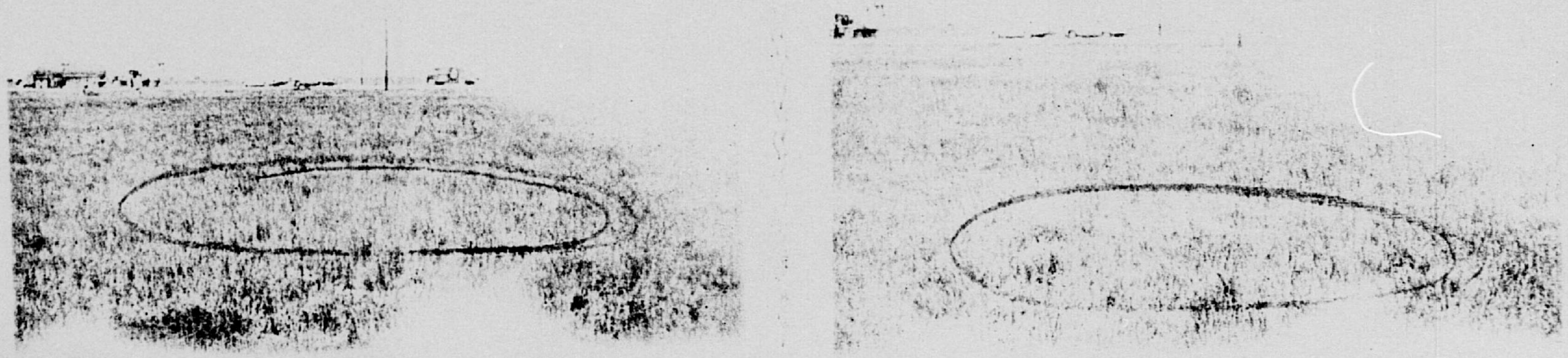
HIWAY 36

[illegible]

DEP. SHERIFF'S CAR

[illegible]

[illegible]



TAKEN FROM FIELD WHERE [illegible]

Dep[illegible] Say UFO L[illegible] Out After Them

Chronicle News Services

Angleton—Before Friday night, if you had talked about flying saucers to Deputies Billy McCoy and Bob Goode, they would have looked at you like you had lost your last marble.

Today, these still-shaking deputies agree that you possibly did see a flying saucer. In fact, they hurriedly say "Me, too."

Friday night they were returning from a football game at Damon. It was a beautiful night. You could see for miles on the almost brushless prairie.

Suddenly they saw a strange object—they say—in a pasture alongside the road.

'Purple Light '

"It hovered in the air. It was eerie," they said. "It was shaped like a triangle—200 feet long and 40 or 50 feet high. It had a purple light on its left side and a blue one on its right side."

They said it hovered just above the ground. It made no noise.

The deputies tried to find a gate to let them in the pasture so they could examine the strange object.

"It's coming toward us," shouted McCoy.

"It sho' is," said Goode as they raced for their car and took off.

It was coming at them at terrific speed.

"We hit 90 miles an hour and it was gaining on us," said McCoy. "We increased our speed, but it kept gaining."

Say It Hovered

Then suddenly it stopped. But the deputies didn't. The "thing" hovered above the ground a few seconds.

The brilliant lights on the object illuminated a wide area.

Then it disappeared.

Deputies McCoy and Goode are family men. In their long years as peace officers, they say, they have been taught to remain calm, to inspect objects—animate and inanimate—with a careful eye. They have never believed people who said they saw flying saucers.

They are not flustered easily.

But they say they DID see this strange object and they don't want people to look at them like they have lost their marbles.

UNIDENTIFIED FLYING OBJECTS (UFO)
INFORMATION SHEET

SAFO

1. Answers to the following questions will be obtained from persons calling in regard to the observance of an unidentified flying object (UFO). If person refuses to give answers to 3a, do not complete report.

2. Complete Information Sheet in duplicate and forward to BDO.

3.a. Name McCoy, B.E. Office ph. TI-97504 Address 10 S/Kaysie, Angleton, Texas

Phone TI-95283 Res. Age 38 Occupation Chief Dep. Sheriff

b. Shape of Object Unk. c. Color Dark Grey

d. Size (compare to dime, quarter, baseball, basketball, or larger item)
Approx. 150 to 200 Ft. e. Number of Objects 1

f. Formation, if more than one Left side long blue light.

g. Unusual features of object Right side long purple light, pulsing.

h. Was there a tail, vapor trail, or exhaust? No i. Any Sound No

j. What called attention to the observer Bright lights.

k. What angle and elevation was the object on first observance 5 degree's

l. What angle and elevation was the object when disappeared 5 degree's

m. What was the flight path of object (to north or south, to east or west) and were there any maneuvers of the object West-East-West
No maneuvers.

n. How did the object disappear (instantly, to the north, no direction, etc.)
West, horizon, when object disappeared purple light shot 90° into the air.

o. How long was the object visible (5 min, 1 hour, etc.) 5-10 min.

p. How was the object observed (naked eye, radar, telescope, binoculars, etc.)
naked eye & binoculars.

q. Time and date of sighting Approx. 2300 hrs. 3 Sept. 65

r. Light conditions (night, day, dusk) night

s. Geographical position of object (North of Houston, South of Pasadena, directly overhead, etc.) S/W Houston

t. Weather (clear day, hazy, cloudy, broken clouds, etc.) clear

u. Temperatures of day (80°, 90°, etc) Unk.

v. OTHER INFORMATION not answered above: Report taken 1200 hrs, 6 Sept 65.
Object was thicker in the middle than the outside where the lights were. The purple light was bright enough to light the inside of the patrol car up. Also

5. Thank caller for information, but do not promise that a return call will be made to confirm nor deny the observance of the object.

the driver of the patrol car could feel the heat of the light on his arm.

(122)

DEPARTMENT OF THE AIR FORCE
2578TH AIR BASE SQUADRON (CONAC)
ELLINGTON AIR FORCE BASE, TEXAS 77030

DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

REPLY TO ATTN OF: BDO-A

10 Sep 1965

SUBJECT: UFO Sighting

TO: Foreign Technology Division
Wright-Patterson AFB, Ohio
ATTN: Major Hector Quintanilla

1. Inclosed is my detailed investigation of the UFO sighting by Deputy Sheriffs McCoy and Goode of the Brazoria County Sheriff's Office, Angleton, Texas. Investigation is in reference to report number 122 previously forwarded to your office with news clipping on the same subject. This completes my action on this matter unless additional information is requested.

2. Object that allegedly fell on the roof of Mrs. [redacted] [redacted], West Columbia, Texas, was reported to be a pipe pressure relief valve by the West Columbia police department. Object was made of brass, which was corroded, and had the following words on it: "Ft. Wayne, Indiana, Stratos[illegible], 200 lbs. 3/4". No further action was taken on this matter.

FOR THE COMMANDER

LAURENCE R. LEACH, JR., Major, USAF
Assistant Director of Operations
Directorate of Operations

1 Atch
Invest Officer's Rpt
of UFO Sighting #122
(Ellington AFB)

INVESTIGATION

RADIATION:

Radiation readings were taken with a PDR-27C radiac set to determine the existence of beta or gamma radiation. Readings were taken of the vehicle, clothing (left sleeve) of Deputy Sheriff Goode, and the pasture area next to Highway 36 where the object was reported to have hovered. No indication of the presence of radiation was found. However, it should be noted that there were two periods of rainfall between the time the object was sighted and the time the readings were taken.

AIR TRAFFIC:

It should be noted on the inclosed maps that the area of sighting is in the immediate vicinity of the Victor 20 airway. Although the officers emphatically denied that the object was an aircraft, and it is highly improbable that it could have been, I nevertheless checked with Houston Air Traffic Control Center. A review of their records indicated that there was no IFR traffic in the area at the time of the sighting. They had no records on any VFR traffic. Houston radar coverage extends into the area in question but not below 2000 feet. (The minimum altitude for Victor 20 is 2000 feet). Houston radar records indicated no UFO or unusual sightings during the period in question.

SIGHTING AREA:

The area where the object was sighted is a flat pasture area almost completely void of trees except a small growth around a farm house and a heavier growth running parallel to the river about five miles west of Highway 36. There are very few buildings/houses in the area. (See inclosed drawings and pictures).

WEATHER CONDITIONS:

The Houston area was under the influence of a high pressure area causing cloudless skies and good visibility. The official surface weather conditions at Ellington Air Force Base (approx. 40 miles northeast of the area in question) at 2300 hours (CST) were: clear, eleven miles visibility, winds calm, altimeter setting 29.86, temperature 74 degrees, dew point 72 degrees. A surface radiation inversion was present during this period from the ground to 300 feet. A very strong substance inversion was present between 8000-10,500 feet. This inversion was strong enough to cause radar refractions. Upper air weather conditions have been omitted since they have no apparent bearing on this sighting.

CONCLUSIONS:

After talking with both officers involved in the sighting there is no doubt in my mind that they definitely saw some unusual object or phenomenon. However, my investigation failed to uncover any facts that permitted me, with my meager knowledge of such things, to arrive at any explanation for the unusual sighting. Both officers appeared to be intelligent, mature, level-headed, ~~and~~ persons capable of sound judgment and reasoning. Chief Deputy Sheriff McCoy holds a responsible position in the department requiring the supervision over 42 personnel. Both officers have been subjected to considerable friendly ridicule from their contemporaries and the local townspeople; but, have continued to profess the facts of their sighting. Furthermore, the sighting has stirred up considerable interest in the local newspapers, radio, and television causing them additional embarrassment and inconvenience.

[illegible] H. LANDE, JR.
Major USAF
Asst. Director of Operations
2578th Air Base SQD.
Ellington AFB, Tex.

STATEMENT OF DEPUTY SHERIFF BILLY E. McCOY

Deputy Sheriff Goode and I were driving south on Highway 36 from Damon, Texas, toward West Columbia at about 11:00 p.m. on Friday, September 3, 1965. When we were about two or three miles south of Damon, I saw a very bright purple light stationary on the horizon about 5-6 miles away and southwest of our position. After a few seconds a smaller blue light appeared out of the larger purple light and traveled to the right of the purple light, poising momentarily in two distinct positions before becoming stationary. The lights then floated upwards to an angle about 5-10° above the horizon. They remained at a distance of 5-6 miles and we were unable to distinguish any other features other than the two bright lights. We turned the car around and Deputy Sheriff Goode looked at the lights through binoculars. We decided to investigate further and headed back toward Damon to look for a back road to take us nearer the lights. After traveling about 3/4 of a mile on Highway 36, we slowed down, Goode had his window open (rolled down) and looked through the binoculars again and the lights appeared to still be in the same position. We slowed down to almost a stop off the edge of the highway and while watching the lights they started coming toward us at a rapid speed. The object came up to the pasture next to the highway about 150 feet off the highway and about 100 feet high. The bulk of the object was plainly visible at this time and appeared to be triangular shaped with a bright purple light on the left end and the smaller, less bright, blue light on the right end. The bulk of the object appeared to be dark gray in color with no other distinguishing features. It appeared to be about 200' wide and 40-50 feet thick in the middle, tapering off toward both ends. There was no noise or any trail. The bright purple light illuminated the ground directly underneath it and the area in front of it, including the highway and the interior of our patrol car. The tall grass under the object did not appear to be disturbed. There was a bright moon out and it cast a shadow of the object on the ground immediately below it in the grass. Deputy Sheriff Goode was in the driver's seat with his left arm laying in the open window. Although he was wearing a long sleeved shirt and a coat, he later said that he felt the heat apparently emanating from the object. We immediately put the car in motion and headed toward Damon as fast as we could go. While traveling at speeds up to 110 mph, toward Damon, I continued to watch the object out of the back window of the car. It appeared to remain in the same position for approximately ten seconds and then move off in the direction where we first saw it at a very high speed. There was no noise. While it was in motion the smaller blue light on the right side disappeared entirely and the larger purple light became smaller but retained its brilliance apparently caused by its movement away from us. After arriving at approximately its original position, it went straight up in the air and disappeared at 25-30° above the horizon.

When we got to Damon, we drove slowly through the town, discussed what we saw, and decided to go back to the area and see if the object was still there. We were both scared but still wanted to find out what it was. We decided to take the old Damon-West Columbia road which would put us closer to the area where we first saw it. However, we traveled the full length of this road until we turned off to go back on Highway 36 and we didn't see anything.

We headed back toward Damon on Highway 36 and when we got to the area where we first saw the bright lights we again saw the bright purple light on the horizon and the smaller blue light again appeared out of the larger purple light. After the blue light moved exactly like it did the first time and became stationary the lights floated in the air at about 8-10°. We decided to leave the area because we figured that the object would start coming towards us again.

We returned to West Columbia and told the City Judge of West Columbia, Jim Scott, about what we saw. Jim and his family went over to the area and remained for about an hour and a half but they didn't see anything.

I returned to the area the following 3 nights at approximately the same time and have not seen anything like what we saw the first night. I have been unable to come up with any plausible explanation of our sitings. There are no ground lights in this area which would cause a reflection. I am positive that the object was not any type of aircraft that I know to exist and I have never seen anything like it before.

I have been a Brazoria County Deputy Sheriff for 11 years and now occupy the position of Chief Deputy Sheriff. I am 38 years old. Deputy Sheriff Goode has been with the department for 10 years and is 50 years old. Neither of us had anything to drink on the night we saw the lights and the object. We were working the football game at Sweeney on this night.

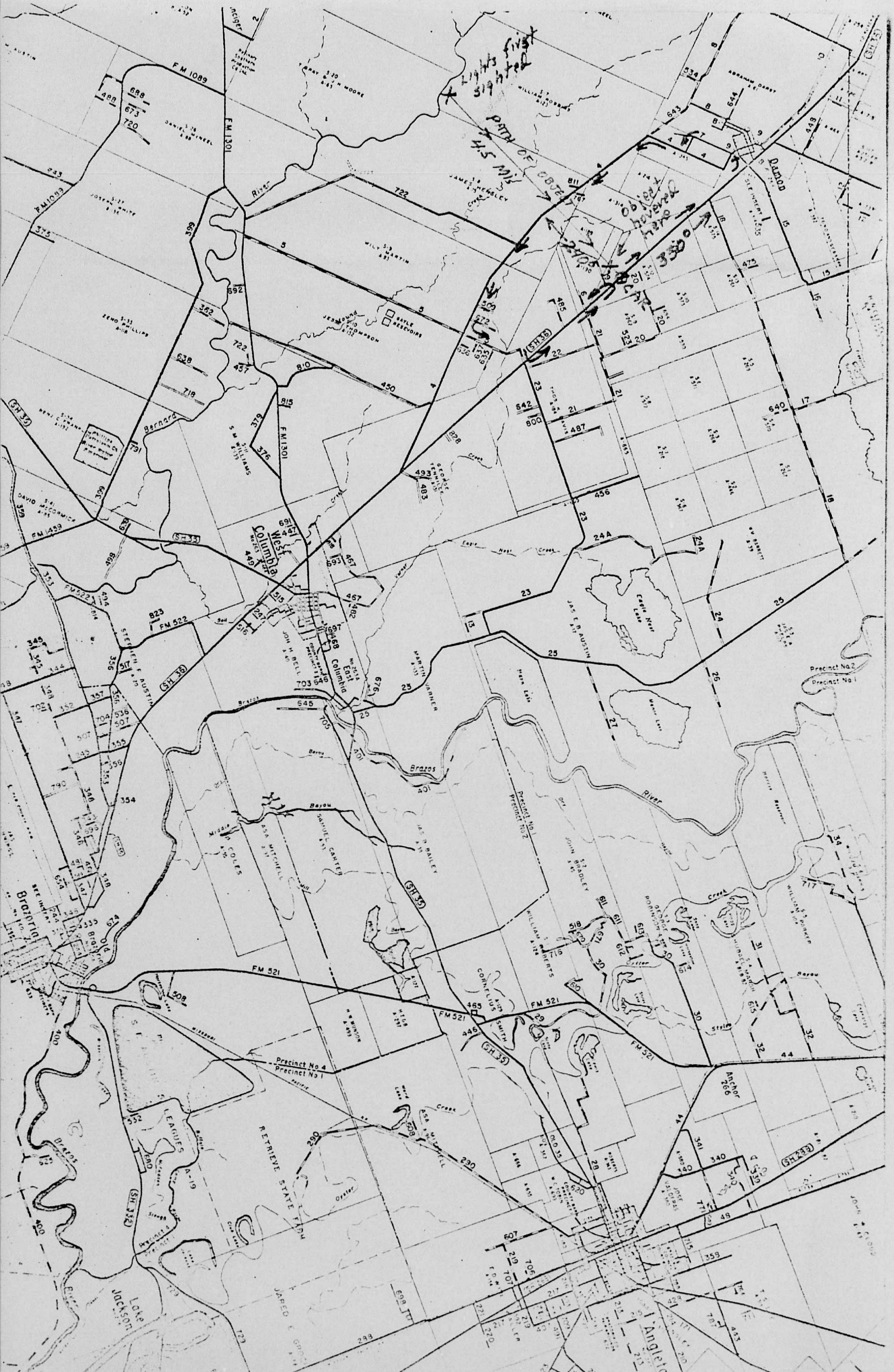
The area where we saw the object is in Goode's area of responsibility and we were on patrol duty. The night was clear and there were no clouds or haze. There were some spots of ground fog but not in the area where we saw the object.

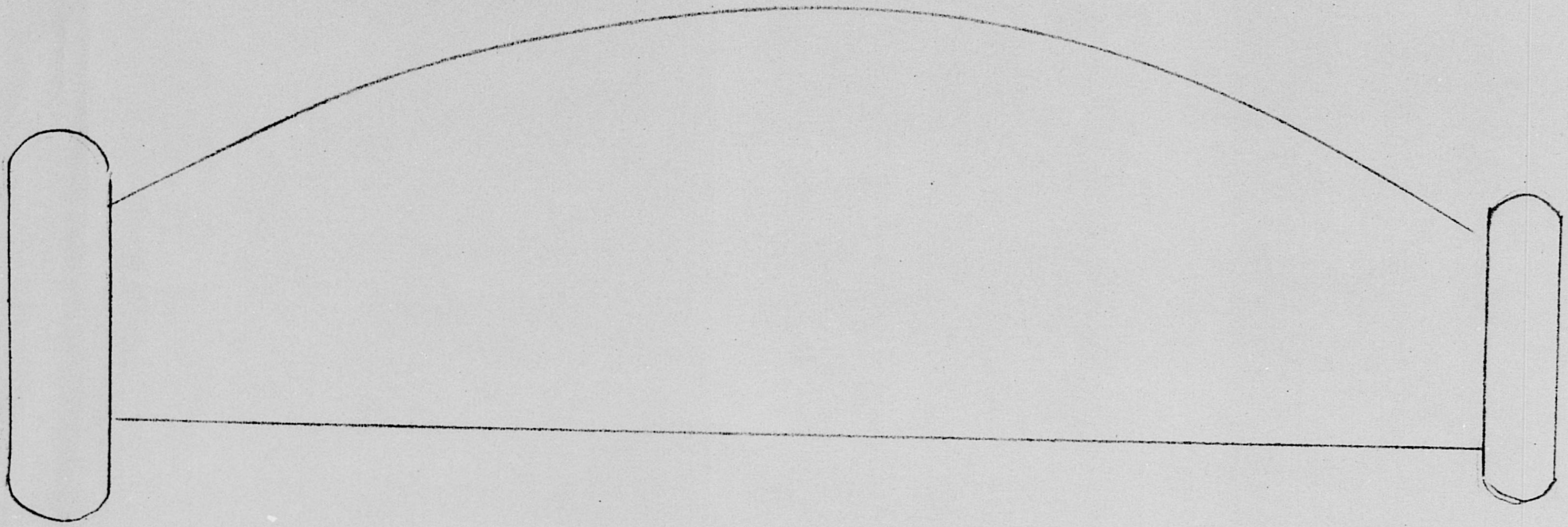
Chief Deputy Sheriff Billy E. McCoy
Deputy Sheriff Robert W. Goode
Box 579, Angleton, Texas

Statement taken by:

Major Laurence R. Leach, Jr.
2578 Air Base Squadron
Ellington AFB, Texas

8 Sept 65


Lights first sighted
PATH OF OBJECT
4.5 Mis
Object hovered here
2400
3300
CAR
Damon
West Columbia
East Columbia
Brazoria
Angleton
Lake Jackson
Anchor
Eagle Nest Lake
Brazos River
Retrieve State Farm
Precinct No. 1
Precinct No. 2
Precinct No. 4
FM 1089
FM 1301
FM 1459
FM 522
FM 521
SH 36
SH 35
SH 332
SH 288

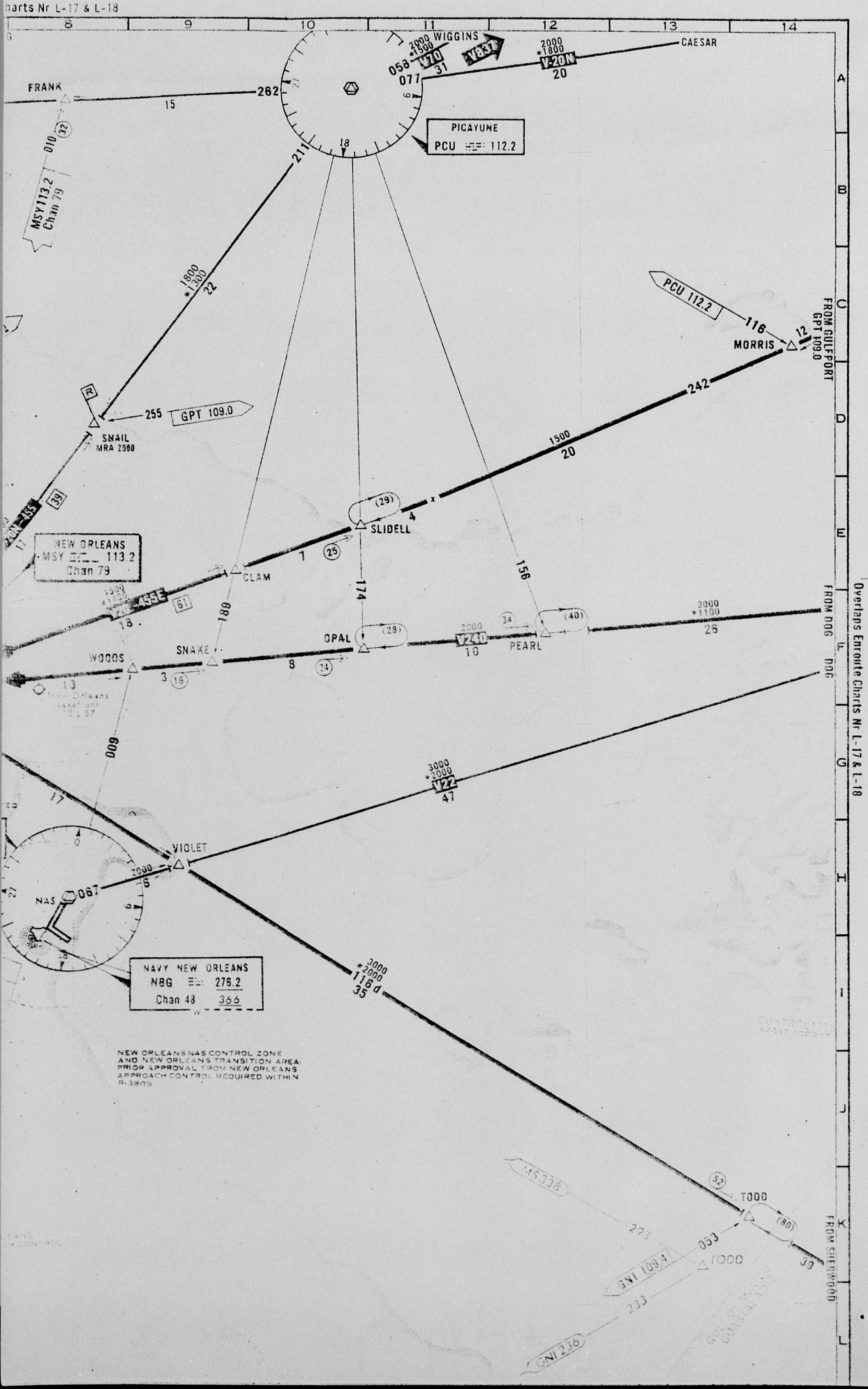


GOODE HAD MADE A LITTLE SKETCH WHICH SHAPE WAS AS SHOWN ABOVE, WITH SAME DARK GREY BODY AND COLORED LIGHTS AS SHOWN IN Mc COY'S IMPRESSION

SNAIL	D-3
SNAKE	F-9
TIBBY	J-1
TODD	K-14
TODD	K-13
TURTLE	F-3
VINCENT	D-2
VIOLET	H-9
WALKER	B-1
WAVE	D-6
WELCOME	F-2
WOODS	F-9

Ⓡ NEW ORLEANS APPROACH CONTROL–284.7 125.5
MOISANT TOWER –241.1 126.2 119.9
MOISANT GROUND CONTROL – 348.6 121.9

NEW ORLEANS, NAS 3 L 80 ASR/PAR
Ⓡ NEW ORLEANS APPROACH CONTROL– 284.7 125.5
NAVY NEW ORLEANS TOWER– 340.2 142.74 126.2
NAVY NEW ORLEANS GROUND CONTROL– 382.8



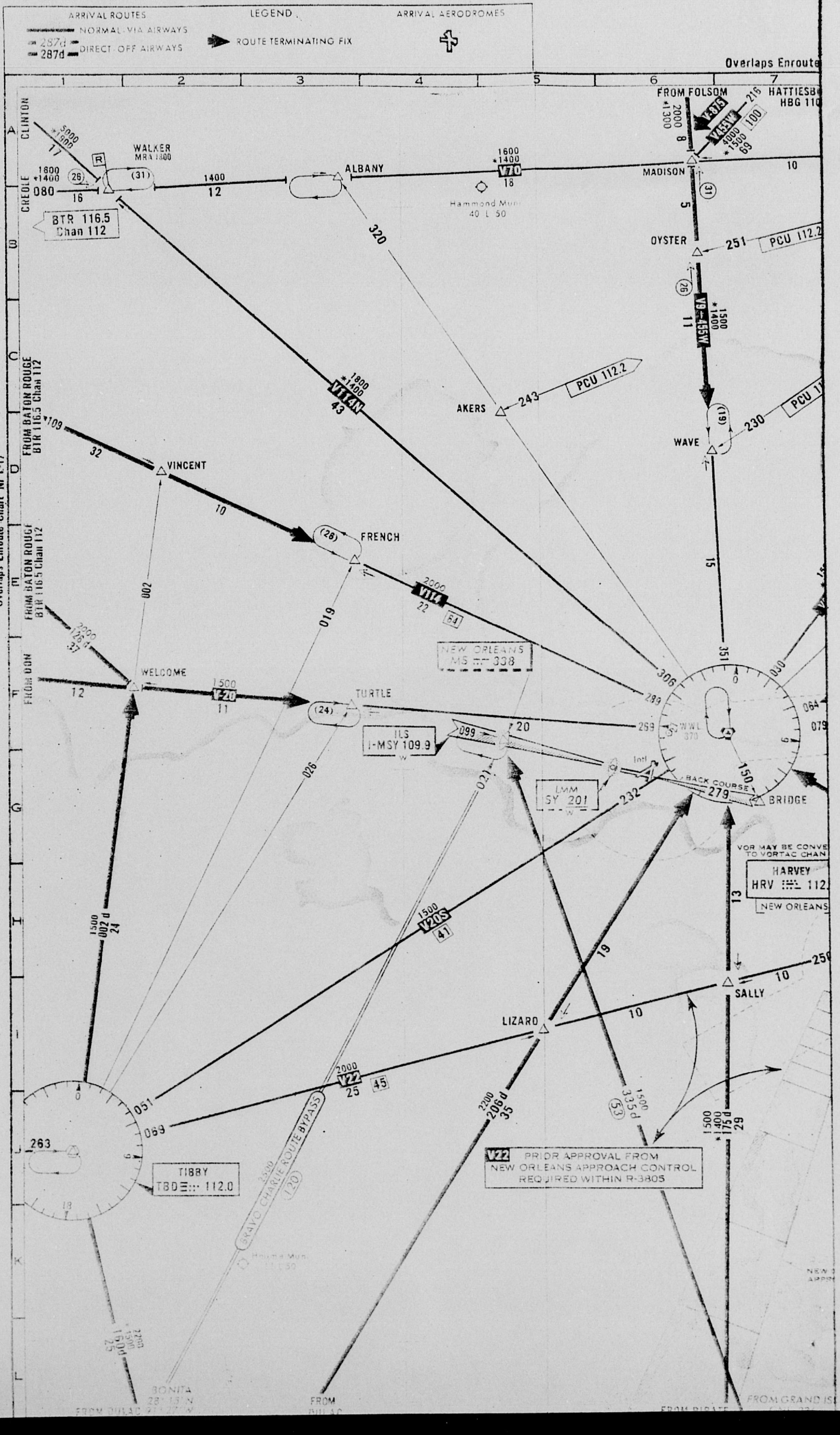
FLIGHT INFORMATION PUBLICATION
LOW ALTITUDE

AREA ARRIVAL CHART-U.S.

EFFECTIVE 0501Z 19 AUG 1965
TO 0501Z 16 SEP 1965

PUBLISHED BY
THE AERONAUTICAL CHART AND INFORMATION CENTER
UNITED STATES AIR FORCE, ST. LOUIS, MISSOURI 63118

BRIDGE	G-
CLAM	E-
FRANK	A-
FRENCH	E-
HARVEY	H-
LIZARD	I-5
MADISON	A-
MORRIS	C-
NEW ORLEANS	F-
NEW ORLEANS	
OPAL	F-
OYSTER	B-
PEARL	F-



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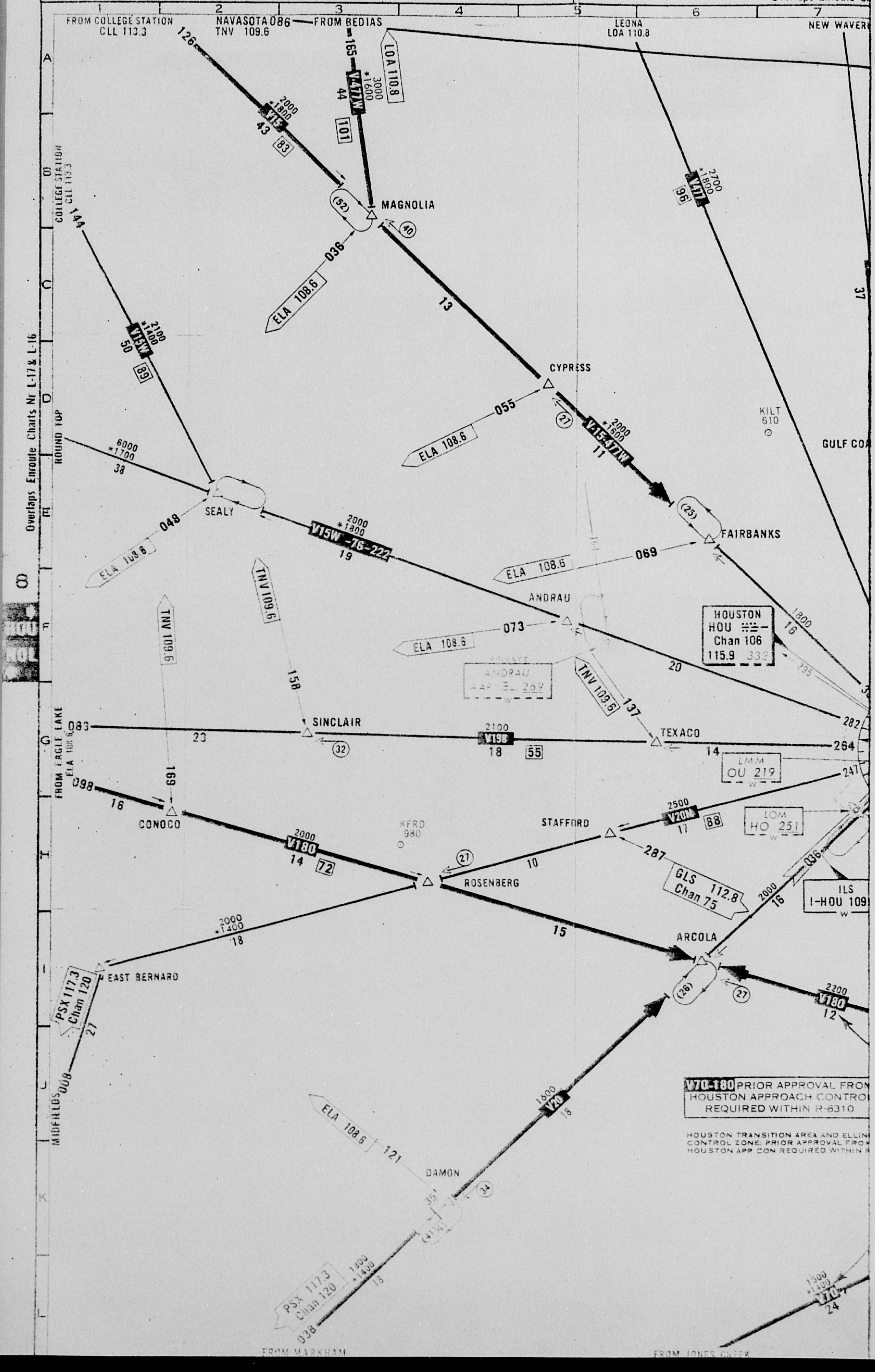
UNITED STATES AIR FORCE, ST. LOUIS, MISSOURI 63118

BAYTOWN	F-1
BOLIVAR	I-13
CLEVELAND	A-1
CONOCO	H-2
CROSBY	D-1
CYPRESS	D-5
DAISETTA	B-13
DAMON	K-4
DANBURY	K-8
EAST BERNARD	I-1
FAIRBANKS	E-6
GALVESTON	J-10
GALVESTON	J-
GULF COAST	D-8
HOUSTON	G-8
HUMBLE	D-9
LA PORTE	G-1
MAGNOLIA	B-3
MONROE CITY	E-1

LEGEND

ARRIVAL ROUTES
NORMAL VIA AIRWAYS
287d DIRECT OFF AIRWAYS
ROUTE TERMINATING FIX
ARRIVAL AERODROMES ✠

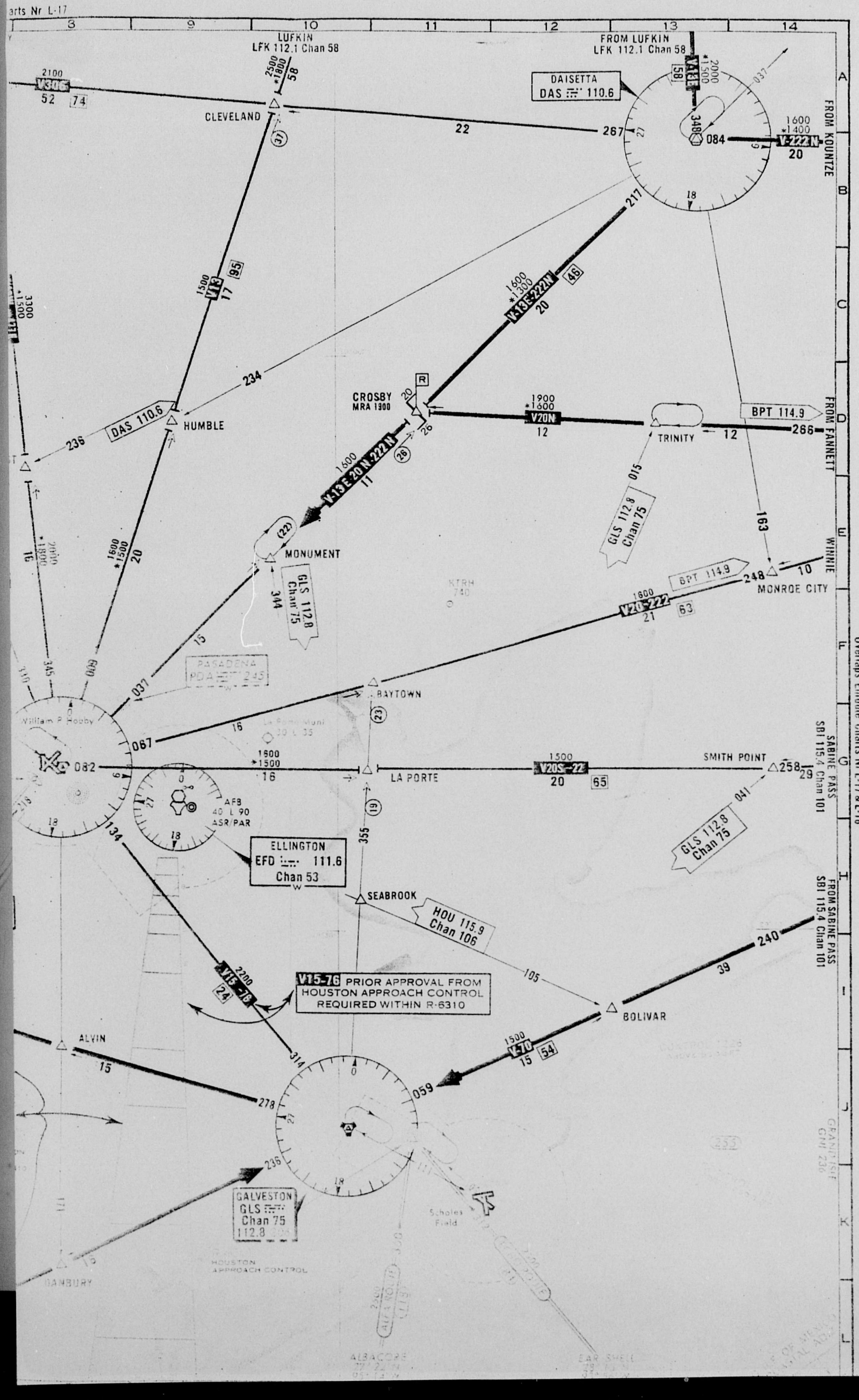
Overlaps Enroute C

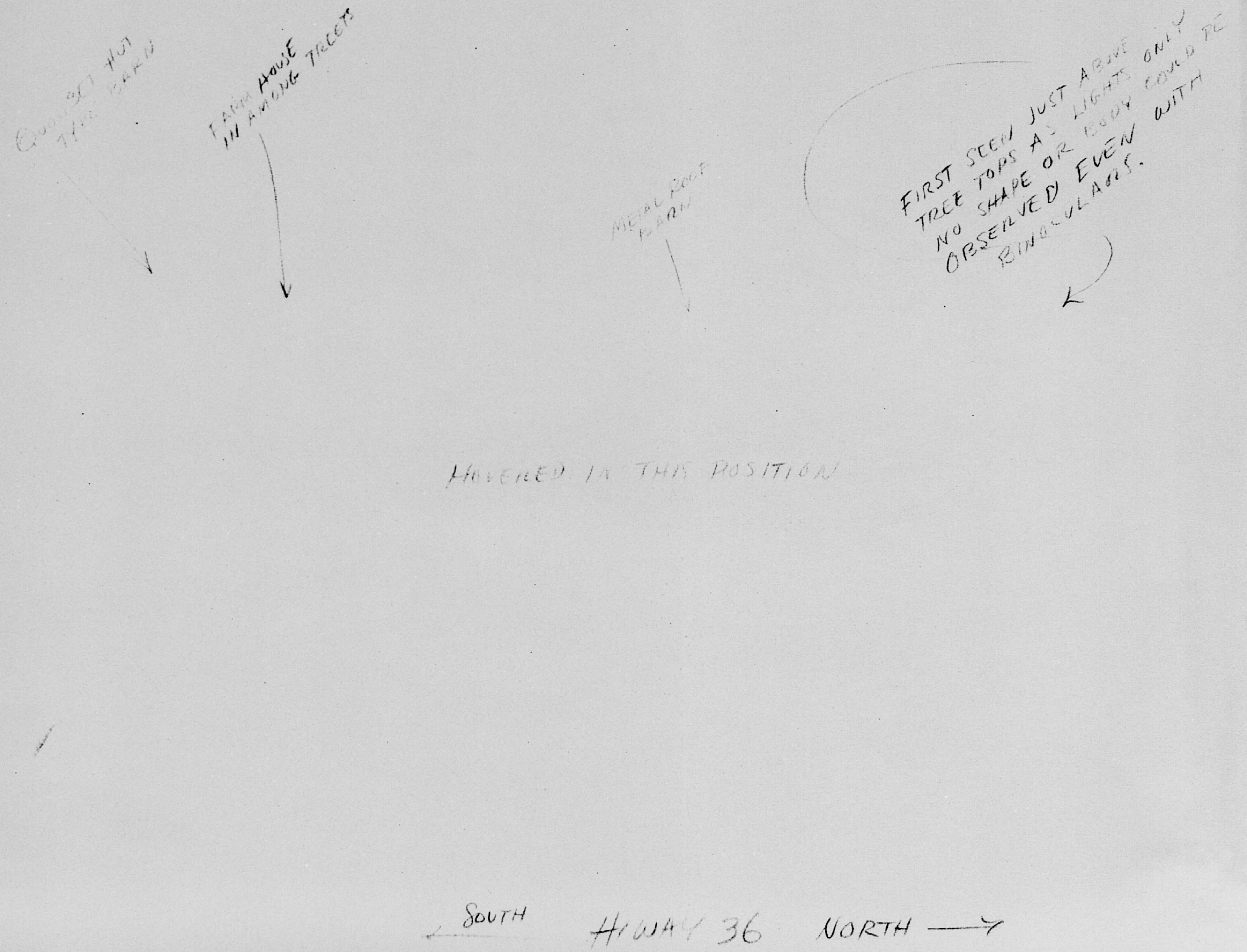


SINCLAIR	G-3
SMITH POINT	G-14
STAFFORD	H-5
TEXACO	G-6
TRINITY	D-13

WILLIAM P HOBBY 48-L 76 ASR
Ⓡ HOUSTON APPROACH CONTROL – 379.1 126.2 119.1 (EAST)
307.1 126.2 118.1 (WEST)
HOUSTON TOWER – 256.9 126.2 118.7
HOUSTON GROUND CONTROL – 348.6 121.9

SCHOLES FIELD 7 L 60
Ⓡ HOUSTON APPROACH CONTROL – 379.1 126.2 119.1 (EAST)
307.1 126.2 118.1 (WEST)




QUONSET HUT
TYPE BARN
FARM HOUSE
IN AMONG TREES
METAL ROOF
BARN
FIRST SEEN JUST ABOVE
TREE TOPS AS LIGHTS ONLY
NO SHAPE OR BODY COULD BE
OBSERVED EVEN WITH
BINOCULARS.
HOVERED IN THIS POSITION
← SOUTH
HIWAY 36
NORTH →

From an examination of recent fear reports, it appears that skeptics are the quickest to panic—people who have accepted official denials of UFOs' existence. One such case involved two Texas lawmen, both graduates of police schools—Chief Deputy B. E. McCoy and Patrol Deputy Robert Goode, of Angleton.

By coincidence, this incident occurred on Sept. 3, the same night as the Exeter scare. The following details are from the officers' signed report to NICAP and a signed copy of their statement to an AF investigator, Maj. Laurence R. Leach, Jr., 2578 Air Base Squadron, Ellington AFB, Texas.

After midnight, near Damon in Brazoria County, the two sheriffs sighted an enormous flying object from their patrol car. In the bright moonlight, they could see it was about 200 feet long, 40-50 feet thick at the center, tapering at both ends. It had a brilliant purple light at one end, a fainter blue one at the other.

Sheriff Goode turned the patrol car around, drove back three-fourths of a mile and stopped. As they were watching through binoculars, the strange craft came down to 100 feet, heading rapidly toward the lighted police car. In the moonlight, the UFO cast a huge shadow on the ground, and the officers could see it moving swiftly toward the highway.

Fifty Yards Away

As it neared them, the brilliant purple light illuminated the ground and the inside of the car. Sheriff Goode, leaning out the driver's side, suddenly felt heat from the approaching UFO. He hastily started the engine. By this time the huge flying object was barely 50 yards away.

With understandable panic, the sheriffs fled.

"We were traveling at speeds up to 110 miles an hour," McCoy told the AF.

When they reached Damon, the lawmen calmed down and decided to go back.

"We were both scared," McCoy frankly admits. "But we wanted to find out what it was."

But when they returned to the area, the UFO's lights began to shift just as they had before its swift approach. Again, the sheriffs raced away.

"We figured the object would start coming toward us again," McCoy said in his AF statement. In describing the UFO, he said the body appeared dark gray. There was no sound, nor any trail visible.

"I never saw anything like it before," McCoy concluded.

Both sheriffs admitted they had not believed in UFOs before.

"I've always been skeptical about these things," said McCoy. "I'm not a skeptic any more."

Truck drivers, like policemen, are not noted for being easily scared. But Don Tenopir, a Beatrice, Nebraska trucker, had moments of sheer terror on the night of August 4, when a flying disc buzzed him:

"I was en route to Lincoln, Nebraska, about 25 miles from Abilene, Kansas. It was near 1:30 a.m. when all of a sudden the lights on my truck went out. Then they came back on, then off, then on again.

"About then, this thing went over my truck with a sizzling or wind-like blowing sound. It scared hell out of me; it seemed to almost touch the cab.

"It just swooped down over the road and hovered there, not more than 100 feet in front of me. I tell you I was standing on those brakes. It looked like it was going to fall right in the middle of the road. When it stopped there was another car approaching from the opposite direction, and it went into the ditch. Later the other driver told me it looked like a car accident until he got closer.

"I don't know how long it was there. I was just too damned scared to tell time. The thing looked around to me. It was orange like the color of a traffic policeman's jacket, I guess it was about

15 feet in diameter, maybe four to five feet thick. The edge was round and there was a hump or something in the middle. It had a dark spot on it and it might have been a window or something.

"The thing raised up a bit and slowly took off, toward the west, then it headed south."

Whether witnesses believe in UFOs or not, such experiences are bound to be alarming, and they have been reported increasingly in the U.S. and other countries.

Australian Encounter

During the first week of August, two residents of Nedlands, West Australia jumped from their car, fearing a UFO was about to hit it. It was close to 8 p.m., and Dr. Antonin Kukla, formerly a physician in Europe, and Mrs. Audrey Lawrence were driving near Carnarvon when a flying object dived toward their headlights.

Dr. Kukla hurriedly stopped and switched off the lights. As he and Mrs. Lawrence ran to the side of the road, the UFO stopped and hovered above the highway.

"It was rocking gently," Dr. Kukla said later. "And its orange color as it dived had changed to a fluorescent green glow."

The doctor's bull terrier, usually first out of the car when it stopped, was crouched in the back seat, hackles up. It refused to budge.

Dr. Kukla said the object was shaped like a "squashed football."

"I had the fear that whatever it was, it was not man-made," he reported, after the UFO had left the scene.

The sighting appeared partly confirmed by resident Ron Butler, owner of nearby Mooka Station. Butler said that his entire camp had been lit up by a greenish glow when "something" passed over it, though he could not be sure of the time.

These are only a few sample cases. There are enough more to cause a sober appraisal of the problem.

For years, serious investigators—individuals and groups, including NICAP—have said there is no proof of UFO hostility, that the evidence is strongly against it. We have said this despite a few head-on passes at planes, three or four near collisions with airliners, the loss of three AF officers in UFO chases, and other incidents. With all the thousands of harmless encounters or sightings, it seemed likely these relatively few accidents were the result of too-close observations or perhaps mechanical failures or mistakes in control.

The recent NICAP poll (still being analyzed) shows that 90% of our members are convinced that UFO landings would not frighten them. But specific incidents, like the cases already described, show that most people will be alarmed by sudden close encounters with UFOs.

Are officials justified, then, in withholding UFO facts, in trying to hide landing incidents, as in the Exeter case?

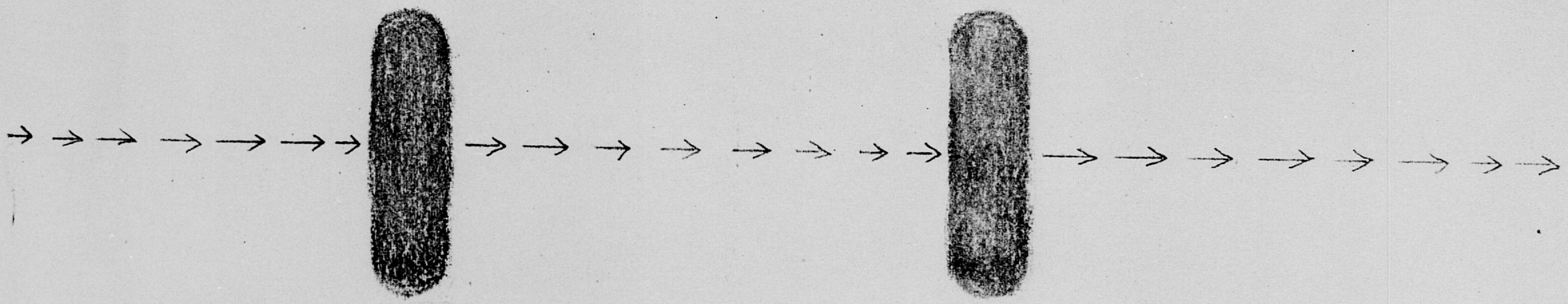
Most of us will agree that fear of the unknown is far worse than fear of the known—even if it is something frightening. The late Dr. Carl Jung, noted Swiss analyst and NICAP member, wrote the director that withholding information on UFOs from the public would be the most stupid policy one could devise, certain to increase fear rather than lessen it.

The indications are that close approaches and landings will keep on increasing. If a large number of UFOs should land at points around the country, or maneuver at low altitudes over a number of cities, the reaction could be serious. Millions of people, accustomed to thinking of UFOs as jokes, would abruptly realize they had been deceived. Many would probably suspect that something ominous had been hidden even if there was not the slightest sign of any hostility.

It is far better to get the truth out in the open and prepare people, as calmly as possible, for further landings and close observations, before some sudden development makes gradual and reasonable preparation impossible.

* * * * *

Members' opinions and suggestions for solving this problem will be very much appreciated.



WHEN FIRST OBSERVED AT A DISTANCE
LIGHT APPEARED TO MOVE OUT OF PURPLE LIGHT TO RIGHT AND STOPPING
MOMENTARILY AS SHOWN BEFORE COMING TO STOP ON RIGHT.
NO SHAPE OF BODY COULD BE SEE AT THIS DISTANCE - ONLY LIGHTS

AS SEEN AT APPROX 150' DISTANCE AND 150' HIGH IN AIR.

McCOY HAD MADE A SKETCH WHICH GAVE HIS IMPRESSION

40
THIC
CEN
200'
BRILLIANT PURPLE LIGHT (PULSATING)
NOT AS BRILLIANT AS OTHER LIGHT

AS SEEN AT APPROX 150' DISTANCE AND 150' HIGH IN AIR.

McCOY HAD MADE A SKETCH WHICH GAVE HIS IMPRESSION OF OBJECT AS SHOWN ABOVE.

1 - 5 SEPTEMBER 1965 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
Sep	Rehoboth, Massachusetts	[redacted]	Other (MISINTERPRETATIO OF CONVENTIONAL OBJECT
1-30	Ellington AFB, Texas See HOUSTON AUG-DEC	46 Reports	(Ellington Folder, August, December)
Sep	Fayetteville, Arkansas	[redacted] (PHOTO)	Insufficient Data
1	Pittsburgy, Pennsylvania	[redacted]	Insufficient Data
1	Chicago, Illinois	[redacted]	Satellite (ECHO II)
1	Yellow Springs, Ohio	[redacted]	Satellite (ECHO II)
1	Manistee, Michigan	[redacted] (PHOTO)	Aircraft Photo: Insufficient Data
1	Bakersfield, California	[redacted]	Aircraft
2	Nebraska Missile Site	Military	Astro (JUPITER)
2	Chicago, Illinois	[redacted]	Satellite
2	Laredo AFB, Texas	[redacted]	Aircraft (T-37)
2	Dayton, Ohio	[redacted]	Satellite
2	Biloxi, Mississippi	Not Reported	Satellite (ECHO II)
2	Clearmont, Iowa	[redacted]	Satellite (ECHO II)
2-3	Exeter, New Hampshire	[redacted]	UNIDENTIFIED (3 Witensse
3	Portland, Indiana	[redacted]	Astro (STARS/PLANETS)
3	Moraine, Ohio	[redacted]	Astro (JUPITER)
3	Columbus, Ohio	Not Reported	Insufficient Data
3	Laredo, Texas	[redacted]	Aircraft
3	Waynesville, Ohio CASE MISSING	[redacted]	Astro (METEOR)
3	Damon, Texas SEPARATE FOLDER	[redacted]	UNIDENTIFIED (2 Witensse
4	Tampa, Florida	[redacted]	Satellite (ECHO II)
4	Ozone Park, New York	[redacted]	Satellite
4	Laredo, Texas	[redacted]	Insufficient Data
4	Cleveland, Ohio	[redacted]	Aircraft (ADVERTISING SI
4	Conway, New Hampshire	[redacted]	Satellites
4	Pittsburgh, Pennsylvania	[redacted]	1. Astro (METEOR) 2. Other (REFLECTION)
4	Ketchikan, Alaska	[redacted]	Astro (METEOR)
4	Pike County, Missouri (See 26 Jul)	[redacted]	Aircraft (HELO)
5	Corpus Christi, Texas	[redacted]	Aircraft
5	Corpus Christi, Texas	[redacted] PHOTO)	Other (CLOUD)
5	Corpus Christi, Texas	[redacted]	Astro (STARS/PLANETS)
5	Dayton, Ohio	[redacted]	Astro (STARS/PLANETS)
5	Dayton, Ohio	[redacted]	Satellite (ECHO II)
5	Corpus Christi, Texas	[redacted]	Insufficient Data
5	Michigan, Minnesota, Ontario Area	Multiple Air/Gd	Astro (METEOR)
5	Cheyenne, Wyoming	Military	Insufficient Data
5	Tacoma, Washington	[redacted]	Satellite

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

DATE	LOCATION	SOURCE	EVALUATION
Sep	Forthill, Oklahoma	[redacted]	
Sep	Mexico Reports		
1	Czechoslovakia	Saucer News	
2	England	Flying Saucer Review	
2	Tacoma, Washington	Newsclipping	
3	Epping Forest England	Flying Saucer Review	