

APPENDIX A
SELECTED CASES

This portion of the report gives the basic report and various explanations in ten selected UFO cases. As will be seen, some of the cases are still unsolved. The reports are arranged chronologically, with the title giving date of the event, an identifying name or place, and its type from chapter I.

1. January 7, 1948 (Mantell - Type I)

Captain Thomas Mantell of the Air National Guard led four F-51 planes from Godman Air Force Base near Louisville, Kentucky in chase of a cone-shaped, silvery object tipped with red, approximately 250-300 feet in diameter. Mantell ascended to intercept the object, but it continued climbing. Although there was no oxygen equipment aboard the plane, Mantell continued up to 20,000 feet. Radio contact was lost and several hours later his crashed plane was found; he was dead. The conclusion was drawn that he had blacked out from lack of oxygen.

The original Air Force explanation was that Mantell had been chasing Venus, but in the early 1950s, the Navy released information that they had been testing Skyhook balloons (used for high-altitude photographic reconnaissance) in the area near Louisville on that date. This is now the accepted explanation.

2. July 24, 1948 (Eastern Air Lines - Type I)

Captains Clarence S. Chiles and John B. Whitted, flying an Eastern Air Lines DC-3, reported seeing a large light flying toward them. Only one passenger was awake and he only saw a bright flash outside the window, but the pilots reported that the object was cigar shaped with two rows of windows, and had a red orange flame coming from one end. They estimated its speed as 700 miles per hour and shortly before it would have collided with the plane, made a sharp angular turn and vanished.

This case is still classified unknown, although Hynek and Donald Menzel have concluded it was a meteor.

3. July 2, 1952 (Tremonton, Utah - Type I)

On July 2, 1952, Delbert Newhouse and his family were driving on State Highway 30, seven miles north of Tremonton, Utah, and noticed 10 to 12 objects "milling about in a rough formation" above them. Mr. Newhouse, a Chief Warrant Officer in the Navy with some 2,200 hours logged as a photographer, photographed the objects by means of a hand-held, 16mm motion picture camera equipped with a telephoto lens. As he photographed them, one reversed course and headed in the opposite direction from the rest of the group. No sound was heard and no exhaust trails were observed.

The film was forwarded to Newhouse's superiors, who sent it on to Project Blue Book. That office concluded that they could not have been airplanes or balloons, and probably were a flock of birds. The film was then sent to the Naval Photographic Interpretation Laboratory where analysts studied it frame by frame, and decided the objects were neither planes nor birds, inferring they were extraterrestrial craft. At this time the Robertson Panel was meeting, and

the film and its interpretations were reviewed by the group. In their summary, they listed 11 reasons why they did not believe the objects were extraterrestrial craft, and most likely were birds. They noted that although no information was available on reflectivity of birds, the motion, size and brightness observed strongly suggested that explanation, and if further tests were conducted, the explanation would probably be confirmed. Citing lack of resources, they did not recommend further investigation, and stated that "the burden of proof is on the sighter, not on the explainer."

In 1956, Robert M. L. Baker examined the films for the Douglas Aircraft Corporation and concluded that two phenomena occurring at the same time might possibly account for the objects, although no definite solution could be determined. The case was examined once again during the Condon study, with the investigator presenting a case for and against the bird hypothesis, concluding that "these observations give strong evidence that the Tremonton films do show birds . . . and I now regard the objects as so identified."

4. July 19-20 and July 26, 1952 (Washington, D.C. - Type I)

Between 11:40 p.m. and 3:00 a.m. on the night of July 19-20, two radarscopes at Washington National Airport picked up a group of UFOs that moved slowly at first (100-300 mph) and then sped away at fantastic speeds. During this time airliner crews reported mysterious lights moving erratically up, down and sideways. Two F-96 jet fighters were scrambled from Wilmington, Delaware (the planes were normally stationed at Bolling Air Force Base in Washington, but earlier that day had been moved) and it was a half hour before they reached the scene. As they approached, the objects disappeared. At one time, all three radarscopes at National Airport as well as those at Andrews Air Force Base nearby

picked up the same targets. Early in the morning, National Airport relayed to Andrews that they had a target directly over Andrews' radio tower. The radio operators ran outside and saw a "huge fiery-orange sphere" hovering above them.

The next weekend, July 26, they picked up the objects again. Once again jets were scrambled, and once again the objects disappeared as the jets approached. This time, however, when they disappeared from over Washington, Langley Air Force Base in Virginia (approximately 120 miles south of Washington) reported bright lights and sent a jet to intercept them. As the jet approached, the lights went out "like somebody turning off a light bulb." The targets then reappeared over Washington, and as the jets approached them, instead of disappearing, sped away. After 20 minutes of "tag" the jets ran low on fuel and returned to base. The radar operators noticed a temperature inversion layer surrounding the Washington area, which can cause anomalous radar returns, but stated that they could tell the difference between actual targets and such returns. Nevertheless, the official explanation is that they were radar returns due to weather conditions.

5. July 17, 1957 (RB-47; South Central U.S. - Type I)

An Air Force B-47 (sometimes referred to as an RB-47 due to the special equipment it carried), carrying six officers, was followed by a UFO for over 700 miles as it flew from Mississippi, through Louisiana and Texas into Oklahoma. The intense light was observed visually, was followed by ground radar, and was picked up by electronic gear aboard the plane. In several instances the object appeared or disappeared from all three at once. The object either emitted or reflected electromagnetic radiation at both 2,800 megacycles and in the visible range. It followed the plane at a distance of about ten miles for

quite some time, then changed position rapidly so that it was in front of the plane. The pilot aimed toward the light and as he approached, it disappeared. As the pilot turned to come back, the target reappeared below the plane, and he dove toward it. Again it disappeared. Since the plane was running low on fuel, the crew returned to base.

The Condon committee became aware of this case and decided to investigate, but could find no Air Force records on the incident. Thus they had to rely on the witnesses' testimony, which they considered valid, but since the case was over ten years old and first hand data was impossible to obtain, classified it as unknown. Philip Klass concluded that a combination of various radar returns, relay malfunctions and misidentification or astronomical objects caused the sighting.

6. September 19, 1961 (Hill Encounter; Zeta Reticuli - Type III)

On the night of September 19, Betty and Barney Hill were driving toward their home in Portsmouth, New Hampshire from Canada via Route 3 through the White Mountains. Betty noticed a bright light which seemed to be moving, and and they stopped several times to look at it through binoculars. Finally they discerned a large craft with a double row of windows and after stopping the car, Barney looked at the craft as it hovered over some nearby trees and saw perhaps six figures looking out of the windows. They started to drive away and noticed a beeping sound coming from the trunk, and felt a tingling sensation and drowsiness. Another series of beeps aroused them and they discovered they had traveled 35 miles and could not recall what had happened in between.

After arriving home, Barney noticed a rash on his lower abdomen and that his shoes were scuffed. Betty discovered round, shiny spots on the trunk of the car, which caused a compass to swing wildly when brought near. Ten days later

Betty began having nightmares in which she and Barney had been taken aboard a flying saucer and examined, but it was not until two years later that they both underwent hypnosis in an attempt to find out what happened that night. Separately, they recounted a story of being taken aboard a spacecraft shortly after the first set of beeps. They could communicate with the aliens without speech, and described them as humanoid, with large eyes that reached around to the side of the head, no nose, and a mouth that was a slit without lip muscles. After the beings had performed the physical examinations, the Hills were released and told they would remember nothing of the experience.

As an aftermath of the case, Betty reported that she had been shown a map of the alien's home star group although she was not able to understand it. Under hypnosis she drew the map, in which the stars were connected by lines possibly suggesting trade routes. After several years of research an amateur astronomer, Marjorie Fish, found a star pattern similar to Betty's. The main star is Zeta Reticuli, so this case is now frequently referred to by that title. Although Betty had drawn her map in 1964, the Fish pattern could not have been known until publication of the 1969 edition of Catalog of Nearby Stars.

Other astronomers dispute Fish's findings, however, and note that unless one connects her stars like Betty did, the star patterns themselves bear little resemblance to each other. Betty had observed in 1965 that her stars resembled the constellation Pegasus, and some suggest that there are at least three other patterns that would serve just as well.

7. April 24, 1964 (Socorro, New Mexico - Type II)

At 4:45 p.m., Deputy Marshall Lonnie Zamora was chasing a speeder in Socorro, and noticed a roar and flames off to his right. Upon investigating, he saw a shiny object which he thought was an overturned car, with two people in white coveralls next to it. Upon approaching the object (within 100 feet), he heard a loud roar and saw flames come from under the object. Frightened, he turned and ran back to his car, but did notice that it was egg shaped with a red insignia, and it had risen 20-25 feet off the ground. Soon the roar was replaced by a high-pitched whine, and then silence. Zamora noticed the object heading away from him, and he radioed the sheriff's station to see if the radio operator could catch a glimpse of it. He did not.

Zamora then went back to the site and found burning brush and depressed marks in the ground. Hynek investigated the case for Project Blue Book and seemed convinced that it was secret military aircraft, although nothing matching Zamora's description has yet been found. Philip Klass concludes that the whole affair was a hoax designed to bring tourists to a dying town.

8. March 3, 1968 (Zond IV Reentry - Type I)

About 9:30-9:45 on the evening of March 3, witnesses in at least nine States reported seeing a procession of flying objects. The event sparked dozens of reports to Blue Book, with greatly varying descriptions. Some reported a craft with windows, while others saw three separate objects. The official Air Force explanation, which was accepted at the time by all investigators, was that debris from the Soviet space probe Zond IV (launched March 2) had reentered the atmosphere and disintegrated. Philip Klass cites NORAD as showing in its records that the booster rocket's reentry coincided with the time of the sightings.

A subsequent check of NORAD, RAE and Goddard Satellite Situation reports for that date by this author showed no such reentry. According to those reports, the first debris from Zond IV came down on March 5, two days after the sightings. After checking through the Blue Book files on this incident, several inconsistencies became evident. For example, in a March 4 memo for the record, Sgt. Farrell of SPADATS (part of NORAD) is quoted as saying that the only object that came down March 3 did so over the Pacific, not over the United States. The subsequent Air Force report stated that SPADATS was "quite certain" that it was Zond IV debris.

On April 19, 1968, Major Quintanilla sent a letter to a private citizen stating that "The Space Detection Center, at Colorado Springs, was aware that a piece of satellite debris was reentering our atmosphere and was especially vigilant during this time." They therefore determined that the "target impact point" (TIP) was in either northern Pennsylvania or southern New York. Apparently no search was made to recover fragments from the Soviet vehicle.

Klass later contacted NORAD to find out what he could concerning the discrepancies between their log and the Air Force account. In a January 28, 1976 letter to him, NORAD stated that part of the Zond did decay that night, but the TIP system was not tracking the object and they simply did not notice it (contradicting Major Quintanilla's 1968 letter). Thus, several days later when they discovered fewer objects associated with Zond IV debris in orbit, they "administratively decayed" the third stage of the launch vehicle on March 7, the last day it could have come down. They said the TIP prediction was not made because NORAD thought only a small fragment was decaying. (The RAE estimates this empty stage as weighing 4,000 kilograms).

They suggest the conflicting reports between Sgt. Farrell and Project Blue Book was due to a lack of information on March 4, explaining that Farrell must have been given the wrong information.

NORAD's position now is that they are "quite certain" that it was part of Zond IV that caused the sightings on March 3, 1968, but cannot explain the conflicting reports in Project Blue Book files. Both Air Force memos, one saying it was Zond IV debris and the other saying it was not, were dated March 4, 1968. Someone at NORAD must have known debris from Zond IV had decayed, and therefore it should have been entered in the log.

There is also a question as to why, once the Air Force was aware that a large piece of Zond had decayed (which they must have known on March 4, 1968) they did not send search teams to recover as much of the material as possible. When Kosmos 316 impacted over the Southwestern United States in 1969, three or four States were combed for debris.

James Oberg calculated the Zond IV ground trace for the night of March 3, 1968 and it indicates that the probe was indeed passing over the sighting areas at the time of the reports. The incident still does not have a definitive solution, although no suggestion is made here that the witnesses saw an extraterrestrial vehicle. It could have been a Zond IV fragment, although the NORAD records are of little help on this point, a meteor, or some other natural phenomena. But the Air Force clearly has a number of discrepancies to account for in its records, and this brings into question its thoroughness in investigating other UFO reports.

9. November 2, 1971 (Delphos, Kansas - Type II)

At about 7:00 p.m., a 16 year old boy at his home in Delphos, Kansas, suddenly heard a rumbling sound in his back yard and saw an illuminated object 75 feet away. Although no surface features were seen, he reported that it was domed at the top with a slight bulge at the center. After three to five minutes, the object brightened at the base and ascended with great speed, changing its sound to a high-pitched whine.

Upon investigation of the site, the boy and his parents noticed a glowing ring of soil, and surrounding trees also glowed. The boy's mother touched the soil with her finger and it went numb; when she tried to rub the dirt off on her leg, that also became numb.

Although the soil was not radioactive, it would not permit the entry of water. Soil samples were taken and analysis showed a high presence of organic material, silicate, ferrous oxide and aluminum. The salinity of the soil from the ring was four times greater than that from surrounding soil, and the trace of zinc concentrations was 111 times higher.

Philip Klass considers this case a hoax. He notes that "ring" was actually horseshoe shaped, and concluded that it had been a trough for watering livestock, probably made from galvanized iron which would explain the high zinc and ferrous oxide concentrations. The other properties, such as organic content, could be caused by excrement from the animals that were being watered.

10. September 20, 1976 (Tehran, Iran - Type I)

According to Tehran newspaper reports from September 20 to 22, 1976 and a September 20, 1976 communication from the U.S. consulate in Tehran, during the night of September 18/19, 1976, several reports were received about a bright

object in the sky. When the Mehrabad airport tower operator checked these reports and saw the object with his own eyes, he notified the Imperial Iranian Air Force. The report reached the general in charge, who also looked outside and saw the object and then ordered an F-4 jet fighter aloft to investigate. Ten minutes later, a second F-4 took off after the object.

The pilot of the first plane saw the bright object from a distance of about 80 statute miles and headed toward it. He got within about 29 statute miles of it but could not get closer because the object sped up well beyond the F-4's maximum speed. Furthermore, the F-4's instrumentation and communications went dead at that time. The pilot made several more attempts to close in on the object, but the object evaded him and he headed back to his base. Subsequently, his instruments and communications returned to normal.

The pilot of the second jet saw the bright object from a distance of about 115 statute miles. He closed to within about 31 statute miles and the bright object released a smaller bright object which headed toward him at a great speed. When the pilot attempted to fire an air-to-air missile at this object, his weapons control panel and communications ceased functioning. He then went into a negative G dive to avoid it, and it then went through his loop and flew back to the larger object.

Then another small bright object dropped out of the large object and plummeted toward the earth. However, instead of crashing into the ground, it decelerated just above the ground, made a soft landing, and illuminated an area about two to three kilometers around it.

A commercial airliner which approached the Mehrabad airport about that time also experienced communications failure or interference.