

Seven UFO Crashes & Retrievals in New Mexico 1945–1948

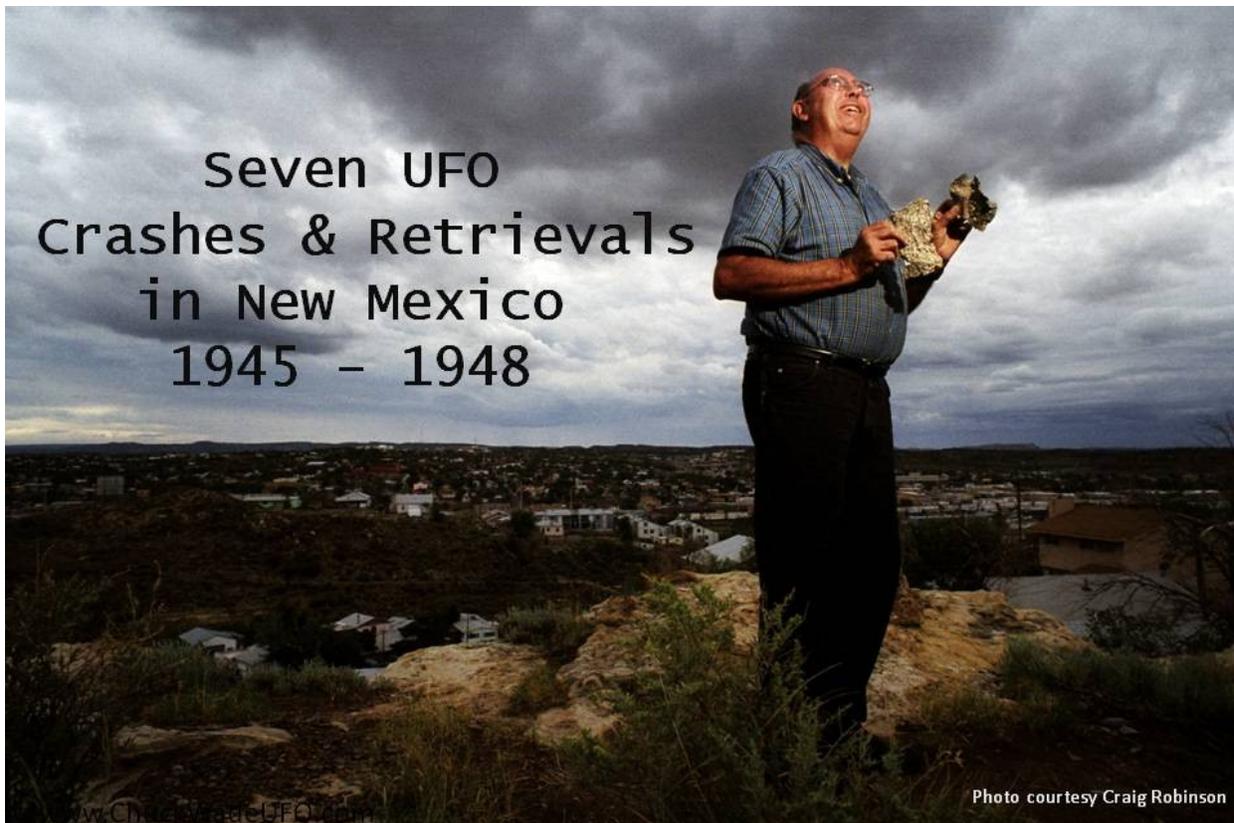
Presented at the 14th Annual Aztec UFO Symposium March 26, 2011

Greetings. My name is Chuck Wade. I truly feel it is an honor to stand before you today to give you my presentation entitled “Seven UFO Crashes and Retrievals in New Mexico, 1945 – 1948”.

The picture on this page is from my website’s home page. In my hands I am holding two pieces of foil that Mr. Art Campbell and I retrieved from the UFO crash site on the Plains of San Augustin, New Mexico.

I am now going to pass around a piece of foil for you to see. Art and I collected this foil from the Barney Barnett UFO crash site on the Plains of San Augustin in 2004. When each of you leaves this presentation, you can say that you held a piece of foil that came to Earth from somewhere OUT THERE in the Universe. Please be gentle with this piece of foil, and do not try to bend or crumple it.

Please don’t ask questions during the talk. If there is time, I will be happy to take questions at the end. Also, I will be here all day for the symposium and encourage you to introduce yourselves and continue the discussion.



www.ChuckWadeUFO.com



I'll start my presentation by introducing you to the map of New Mexico with the seven UFO crash sites and related features identified.

The first UFO crash was at San Antonio, New Mexico, in August 1945. This craft was 25 to 30' long and "avocado-shaped".

The second UFO crash happened the night of 1-2 July 1947 on the Plains of San Augustin, New Mexico. This craft was 32' in diameter.

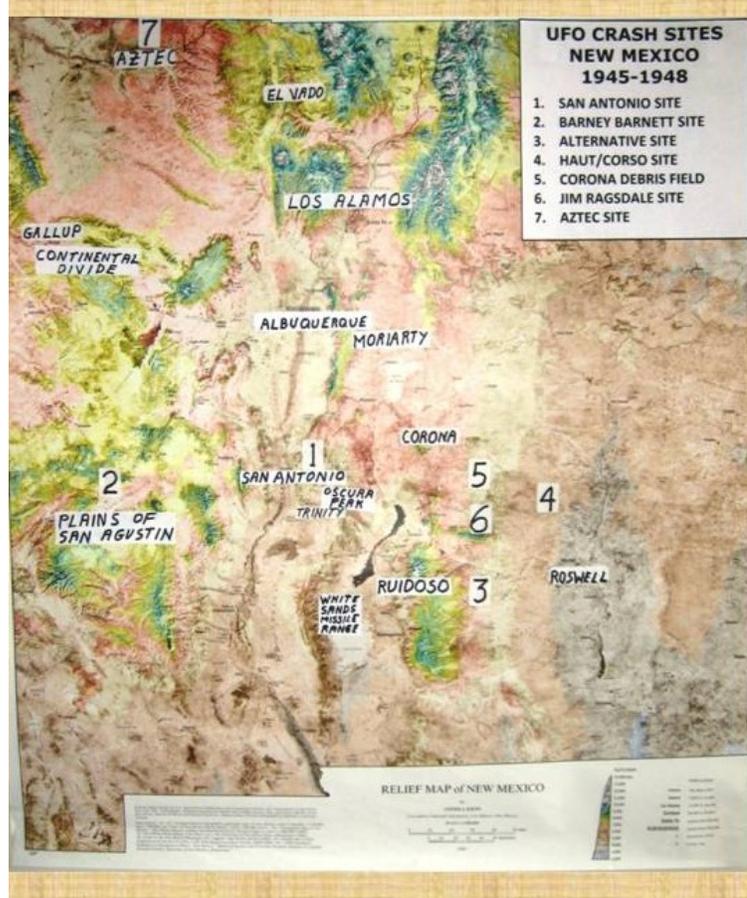
The third UFO crash is being investigated by Chuck Zukowski and his sister, Debbie Ziegelmeyer. They are calling this site the Alternative Site, southwest of Roswell. I theorize this crash happened the night of July 4th, 1947 and could possibly have been a 25' oval-shaped craft.

The fourth UFO crash site is the Haut/Corso site north of Roswell that occurred the night of July 4th, 1947. This craft was 12-15' long, not quite as wide, and 6' tall.

The fifth UFO site is the Corona Debris Field located 75 miles northwest of Roswell and 40 miles southeast of my home town – Corona, New Mexico. We do not know the size of the craft, but we do know that it scattered **truckloads** of debris at the Corona Debris Field.

The sixth UFO crash site is the Jim Ragsdale site located 53 miles west of Roswell in the foothills of the Capitan Mountains. This craft was 20' in diameter.

The seventh UFO crash site is located in Hart Canyon about 9 miles north of where we are assembled here in Aztec, New Mexico. This craft was 100' in diameter and **completely intact**.



Most of you do not know me so I would like to give you a brief bio of myself.

I was born and raised in the small town of Corona, New Mexico. I graduated from Corona High School in 1957. My dad owned the Wade Bar in Corona for 42 years. I truly wanted to be an engineer so I tried college a couple of times, but I did poorly. I joined the Navy in 1959 and served four years active duty with the Naval Seabees. I remained in the Naval Seabee Reserves for the next 26 years.



I did receive a Civil Engineering degree from New Mexico State University in 1968. I even made the Dean's List!

I had the good fortune to marry Nancy in 1965. We have two grown children. After graduating from NMSU I worked for a large general contracting

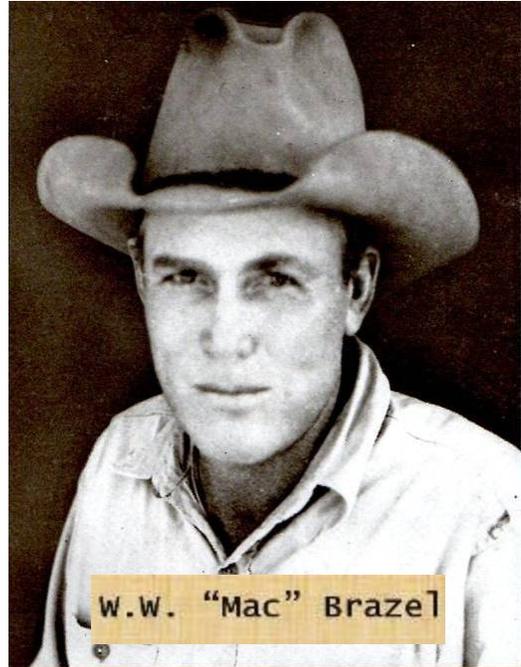


company for eight years. One interesting assignment I had was when the company was awarded several contracts to build about 100 air traffic control towers, scattered throughout the United States. My part of this job was as Regional Superintendent over 25 towers. For a while I had 19 towers under construction in 15 states. I consistently visited each tower at least once a week.

We moved back to New Mexico in 1977 and started our own general contracting business in 1978. We ran Wade Building Company for twenty-two years. In 1999 my military retirement kicked in and we closed our company so that I could spend more time with my two hobbies, Alternative Energy and UFO's.

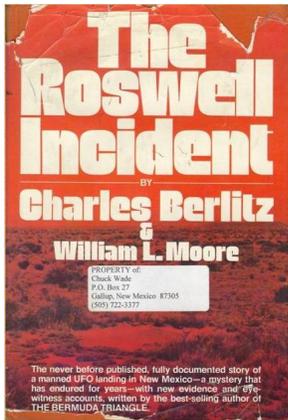


Shortly after Mac Brazel found a large amount of debris on the Foster Ranch, 30 miles southeast of Corona in 1947, Mac came to Corona and requested my dad to close the bar and go out to the ranch to help him determine what caused all that debris. Mac told Dad that his sheep would not cross the debris to go to water. Dad declined Mac's request, but he DID suggest that Mac report this event to the military in Roswell. I have heard my dad say that he wished he had gone with Mac.



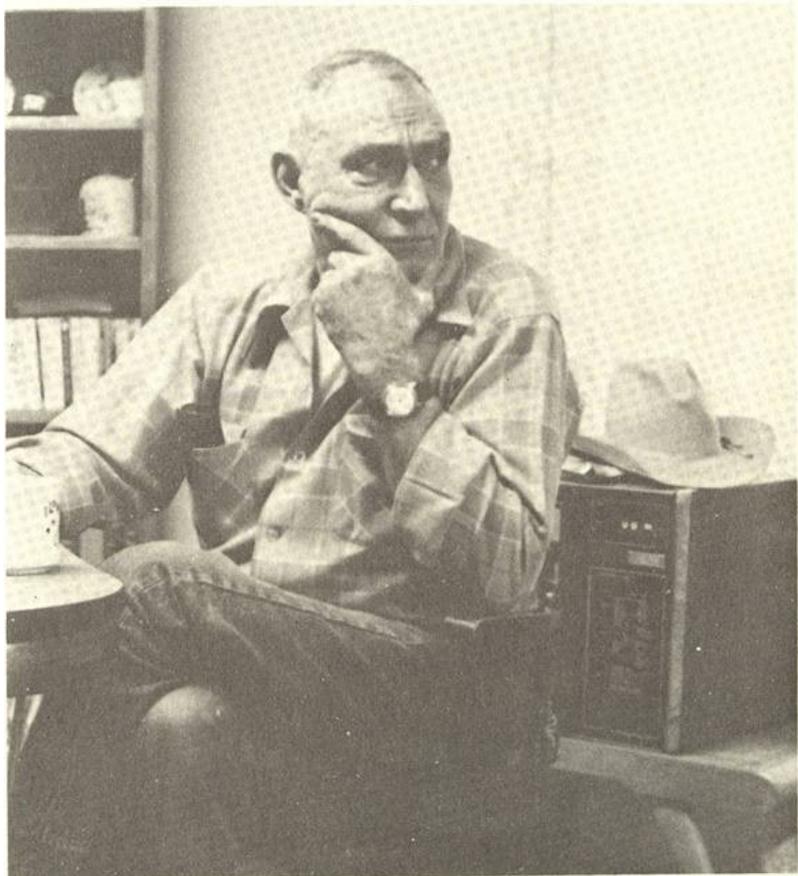
Mac then went up to the Corona Drugstore and asked Geraldine and Archie Perkins to go out to the ranch to help him. They also declined to go with Mac. Geraldine told me that she helped Mac make a phone call to Roswell. Geraldine told me this story on two different occasions in front of her daughter.





In 1980 the book The Roswell Incident by Berliner and Moore came out. As I was reading this book I got more and more excited, for there it was in print—items about a UFO crashing in 1947 southeast of Corona—that I had known about since I was seven years old!

In the book, *The Roswell Incident*, there was a picture of Bill Brazel, Mac Brazel's son. The caption under the picture stated that Bill had shown some artifacts from the debris field on the Foster Ranch, in my dad's bar there in Corona. A few days later the military came to the ranch and confiscated the artifacts. I had known Bill since I was a kid, so when I read that caption I called him at his home in Capitan, New Mexico. We chatted for a while and he asked how my mother was doing, for my dad had passed away three years before. Mother was doing well at the time. I then read to Bill the caption under his picture and asked him, "Is this true?" He said, "Yes!" I made up my mind at that time that I wanted to know more about the UFO that crashed southeast of Corona in 1947. Over the last thirty years I have been on a quest to find out what my father did not see on the Foster Ranch.



Bill Brazel, son of rancher W. W. Brazel. Bill's collection of "disc fragments" was confiscated by the Air Force in 1949 after Bill had "said too much" the evening before in a tavern in Corona, New Mexico.

(W. L. Moore)

My mother, Ollie D Wade, passed away in 1989. A couple of years before her passing, Mother and I went out to the Proctor Ranch to visit with Loretta Proctor. Mother and Loretta had been lifelong friends. Loretta told Mother and me about Mac Brazel bringing some of the crash debris over to their house. Floyd, Loretta's husband, was unable to cut the debris or even scratch it. He tried burning a piece and it would not burn. Loretta said that this stuff did not look like anything she had ever

seen before or since.

My dad, Jesse Wade, was born in 1902 in Arlington, Texas

one year before the Wright Brothers made their historic flight. New Mexico became a state in 1912; in the summer of 1912 my dad's parents loaded him and all their belongings on a horse-drawn covered wagon and came to New Mexico as homesteaders. Their homestead was close to where the Proctor Ranch is today.

Dad and Floyd Proctor were childhood friends back in Texas. A few years after the Wades came to New Mexico, Floyd Proctor rode a bicycle from Arlington, Texas to Corona, New Mexico and lived with Dad and his parents.



Ollie D Wade



Jesse Wade

In the mid 1990's I purchased the latest book about the UFO crash near Corona. I was reading this book in my vehicle outside the bar in Corona when Robert Porter came over to talk. Robert Porter is Loretta Proctor's brother; Robert's mother and younger sisters were our neighbors for many years there in Corona. Robert saw the book I was reading and said, "I'm mentioned in that book." Robert had been a B-29 flight engineer stationed in Roswell in 1947. He told me that he had handled some of the boxes of debris that were retrieved from the Corona Debris Field and sent to Fort Worth. He said the boxes were very light.

In the early 1940's our government built what became the Los Alamos National Laboratories near Santa Fe, New Mexico's capital. The purpose of this facility was to research and build an atomic bomb. While Los Alamos was being built, three High-Powered Radar units were also built to **Guard** the skies over Los



Alamos. One of these High-Powered Radar sites was at El Vado, New Mexico, near the Colorado border. The second High-Powered Radar unit was built near Continental Divide, New Mexico, near the Arizona border. The third High-powered Radar was a mobile unit stationed at Moriarty close to the center of New Mexico. It is my theory that this mobile High-Powered

Radar unit shot down several of the seven UFO's that crashed and were re-trieved in New Mexico in the years 1945-1948.

High-Powered Radars to Guard the Skies over Los Alamos, New Mexico





TRINITY SITE



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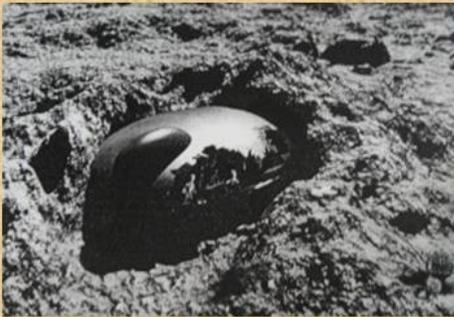
On July 16th 1945 Los Alamos National Labs detonated the first atomic bomb at Trinity Site in New Mexico. Shortly thereafter two atomic bombs were dropped on Japan, ending the war between the United States and Japan.

After the war ended, the United States and Japan became friends. I hope that each of us will keep Japan and the Japanese people in our thoughts and prayers that Japan will recover from the terrible tragedies that they are going through.



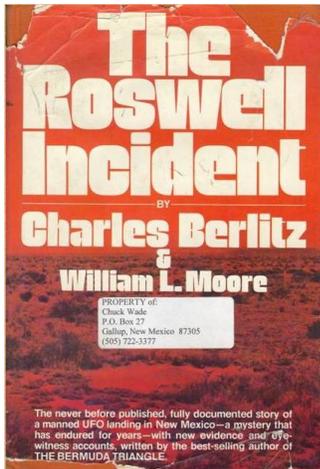
Paola Harris
UFO
Author &
Researcher

SAN ANTONIO CRASH SITE



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In August 1945, on a ranch west of Trinity Site at San Antonio, New Mexico, two boys Jose and Reme, ages 9 and 7 were looking for a cow that was about to have a calf. They heard a loud explosion similar to the atomic bomb explosion they had heard the month before. Following the sound, they discovered a 25-30 foot avocado-shaped spacecraft with two live creatures in it. Over the next several days these boys hid and watched as the military retrieved this crashed UFO. They removed a piece of this spacecraft that they still have today. They never knew what happened to the creatures. Paola Harris is in contact with Reme Baca and Jose Padilla and is conducting an investigation of this crash site. I wish Paola well.

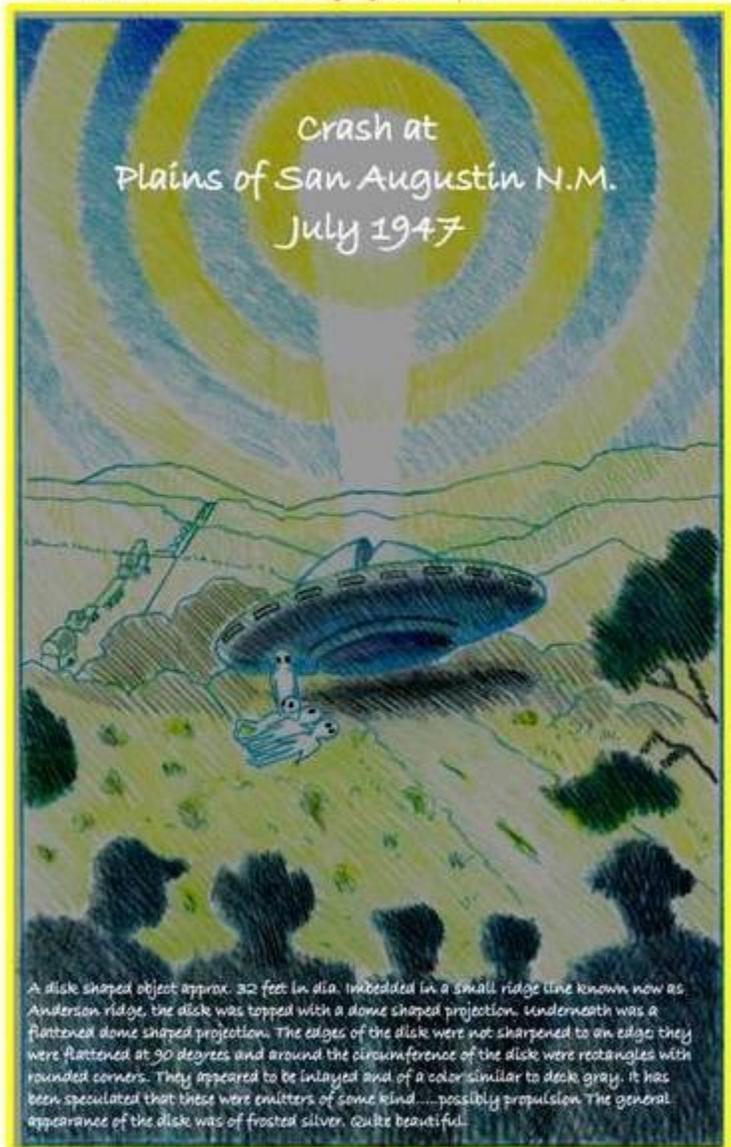


We will now go to the UFO crash site on the Plains of San Augustin, which is one of the two UFO crashes that were mentioned in the book, The Roswell Incident.

On the morning of July 2, 1947 Gerald Anderson, his father, older brother, uncle, and cousin went from Albuquerque to the Plains of San Augustin. While looking for moss agate, the Anderson Family came upon a 32-foot crashed UFO. Shortly after this discovery an ar-

chaeologist and his five students arrived, followed by Barney Barnett in his Soil Conservation Service pickup. These civilians were milling around and discussing this crashed object when a military staff car arrived followed by a truckload of MP's. The MP's surrounded the civilians and were very harsh toward them, telling them they were not supposed to be there and that they would be killed if they ever told anyone what they had seen. Gerald Anderson has told me the military had assembled a flat bed truck, a crane, tanker trucks, and truckloads of supplies. There was even a bulldozer. Gerald said it looked like an invasion force.

14th Annual Aztec UFO Symposium, March 25-26, 2011



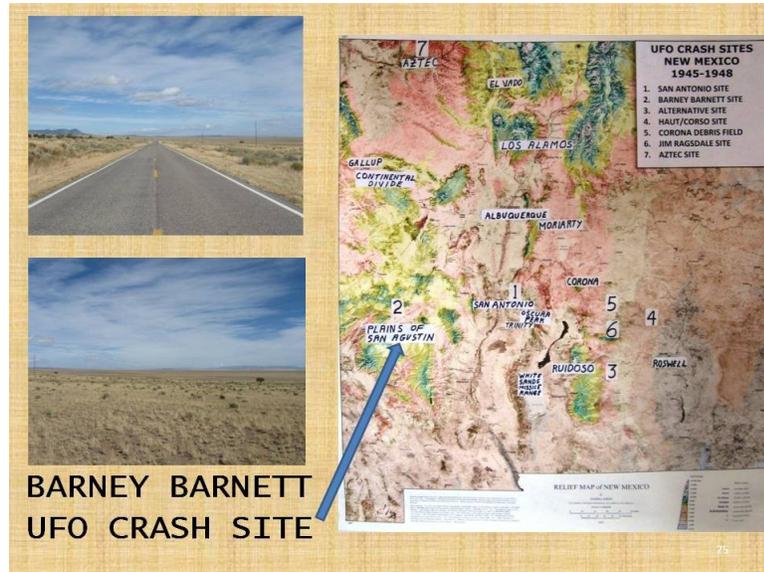
This poster created as a fundraiser for the Aztec Public Library

For the past seven years, Nancy and I have held a Gallup UFO Film Festival. We show a crop circle film and two films that pertain to UFO's, and we have a speaker. Two years ago, our speaker was Mr. Gerald Anderson. Gerald stood on stage for more than an hour telling of his experiences as an eyewitness to a crashed UFO. Last year, on October 23, 2010 (my 71st birthday) our speaker was Mr. Art Campbell, from the state of Oregon. Art told of his quest for and finding the UFO crash site on the Plains of San Augustin. Gerald Anderson also attended last year's event. As I was announcing the last film, three aliens walked on stage carrying a birthday cake. The audience stood up and sang Happy Birthday to me. It was a surprising and wonderful experience.



On the Monday after our 2010 Film Festival I had another wonderful experience: Gerald Anderson, Nancy and I went to the Plains of San Augustin

and visited the Barney Barnett UFO crash site. Gerald knew which gate to go through. I had the key. He knew where to stop when we got to the crash site. We went and stood at the spot where this craft first touched earth. We then went and stood by where the craft had made a gouge. What Gerald didn't know was that we had retrieved some artifacts



**BARNEY BARNETT
UFO CRASH SITE**

within 50 feet of where we were standing. We then proceeded to the location where the craft and its crew had stopped. Gerald told Nancy and me that there was one live alien, one wounded alien, and two dead aliens.

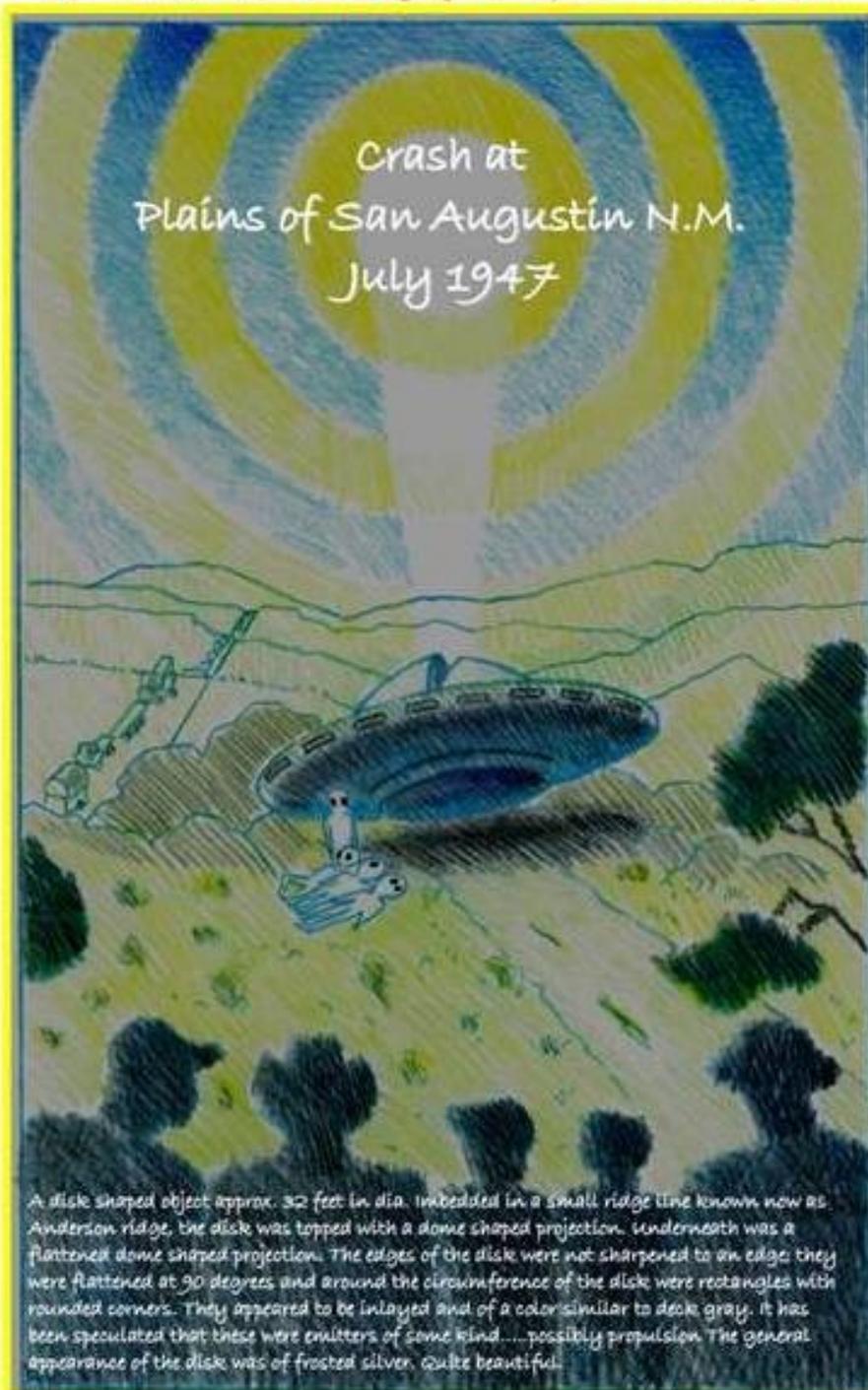
Gerald Anderson also served in the Navy. I am proud to call Gerald Anderson a personal friend and shipmate!



**Chuck Wade & Gerald Anderson
at the Plains of San Augustin**

Gerald, Nancy and I consulted with a professional artist, Be Sargent, to make this poster that depicts the UFO crash site on the Plains of San Augustin on July 2, 1947. The poster is available for sale with the proceeds going to the Aztec Library as a fundraiser.

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This poster created as a fundraiser for the Aztec Public Library

I would like to take this opportunity to clear up some misconceptions about the UFO that crashed on the Plains of San Augustin.

Gerald Anderson and his family were on the Plains July 2, 1947 and were eyewitnesses to a crashed UFO.

Barney Barnett's wife, Ruth, kept a diary entry for each day. Per her diary, Barney was "on the high country" on 2 July 1947. High country was her description of the Plains.

The archaeologist who was present at the crash site was Harvard grad student, Mr. Herbert Dick, later well known as Dr. Herbert Dick. Art Campbell has discovered documents showing that Dick was on the Plains of San Augustin on July 2nd, 1947. The archaeologists told the Anderson family they had seen what they thought was a meteor about 11:00 the night before. In the morning they came over to the UFO crash site to see what was glittering in the sunlight.

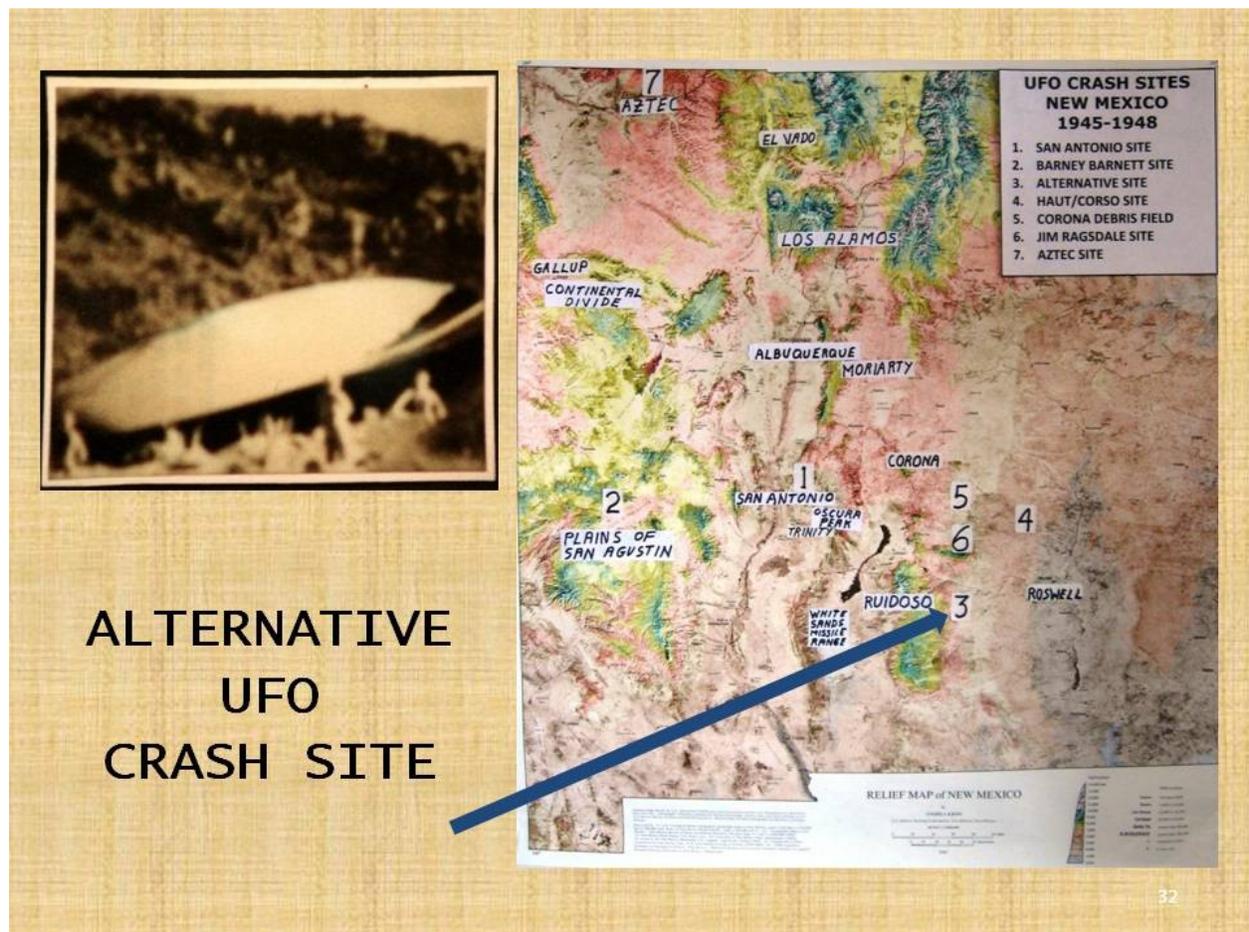
UFO Crash Site #3 southwest of Roswell—called the Alternative Site--is being investigated by Chuck Zukowski and his sister, Debbie Ziegelmeier. Last year at the 4th of July UFO event in Roswell, Chuck and Debbie showed a film of a lady saying that over the July 4th weekend in 1947 her family was moving from a ranch southwest of Roswell into the City of Roswell. Military personnel showed up on their property but did not tell the family why they were there.



Chuck Zukowski and
Debbie Ziegelmeier

MUFON Investigators
and Researchers

Here is my theory about this site southwest of Roswell: Over time it has become apparent to me that there was one more crashed UFO than there were crash sites. Frank Kaufmann has said he was an eyewitness to a crashed UFO that was about 25 feet long and sort of oval in shape. Recently someone sent me a link to a YouTube interview of Kaufmann where he said that the crash site was south of the Foster Ranch. When I went back for a second look at the video it had been taken down. This 25-foot-long craft may be the one that was at the Alternative Crash Site.

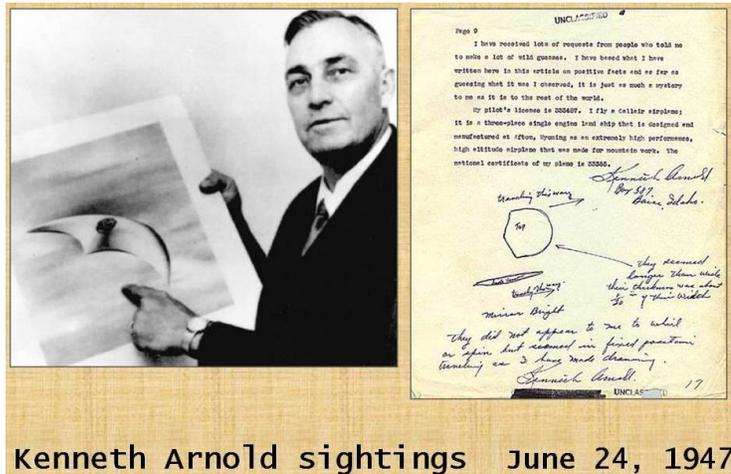


In the past year I have received from more than one source the picture that is on the left above. This picture is supposed to be the craft that Frank Kaufmann witnessed.

STAY TUNED

Now that we have some crashed UFO's on the ground and some more to go, I will discuss my theory of why these UFO's were SHOT DOWN!

In June 1947 Kenneth Arnold in the State of Washington was flying his plane when he saw 9 objects flying in formation and going about 1200 miles per hour. This event made National news. Someone with authority (maybe the President of the United States?) gave the order to move that High-Powered mobile radar unit from Moriarty to the Plains of San Augustin to shoot down a UFO.

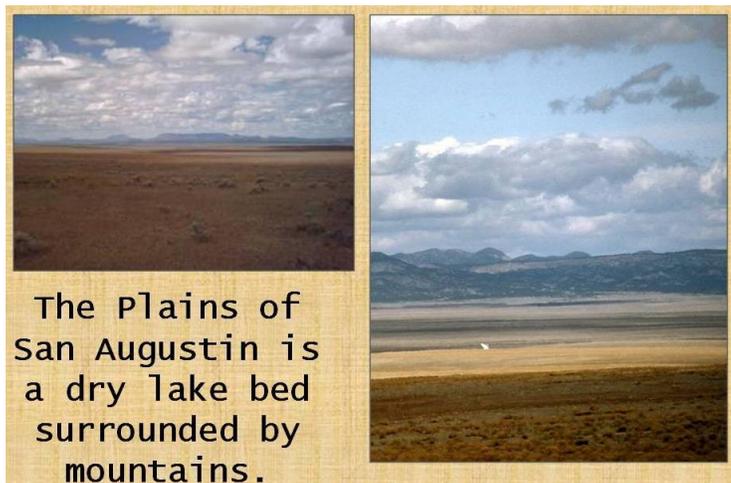


Kenneth Arnold sightings June 24, 1947

The military accomplished their mission.

Being on the Plains of San Augustin is like being in the bottom of a bowl surrounded by mountains. In order to shoot down a UFO and track it to ground on the Plains of San Augustin, the High-Powered radar and the tracking radar had to have been inside that bowl. Without the radar, the military would not have known where the UFO crashed and the invasion force could not have arrived on the scene so quickly—less than 12 hours between the sighting of the so-called meteor and the arrival of the invasion force.

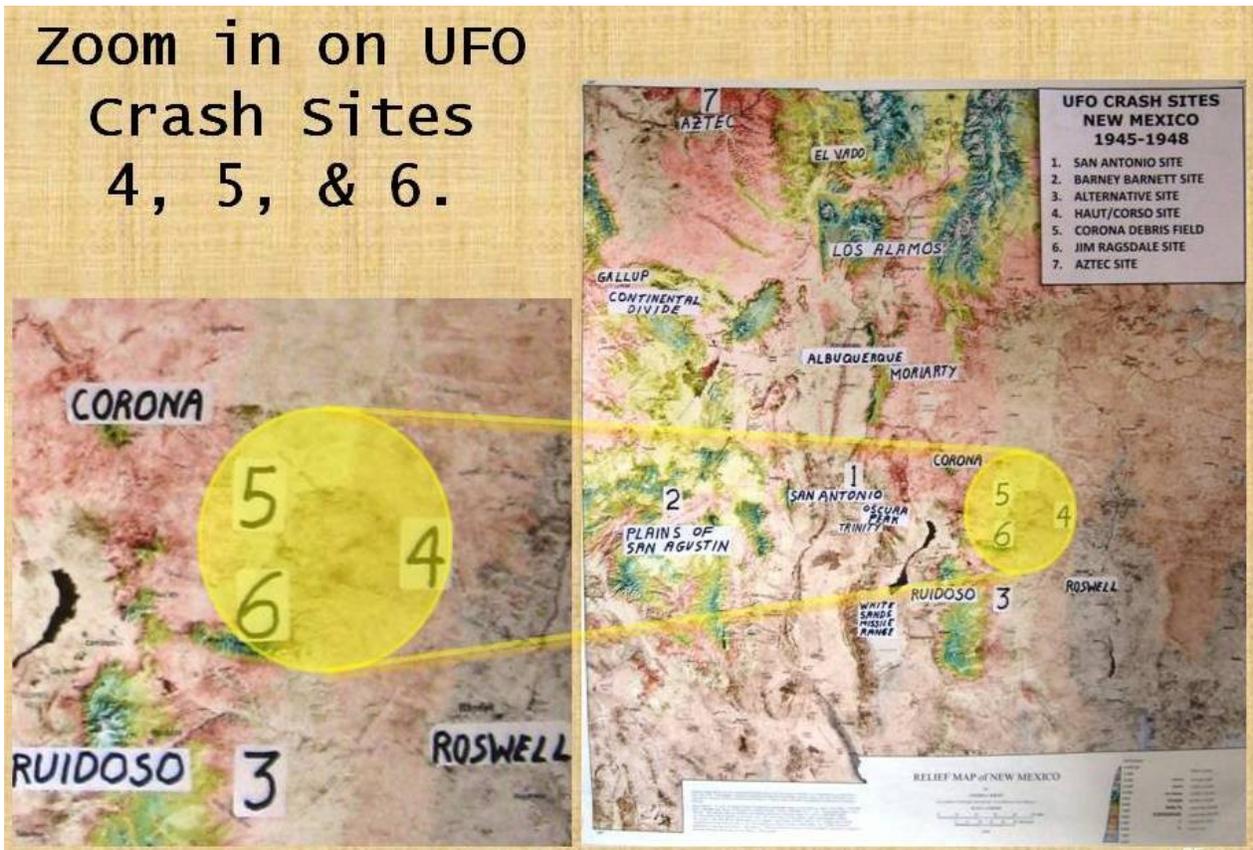
According to my theory the mobile High-Powered radar unit was ordered to relocate from the Plains of San Augustin to a new location somewhere northwest of Roswell.



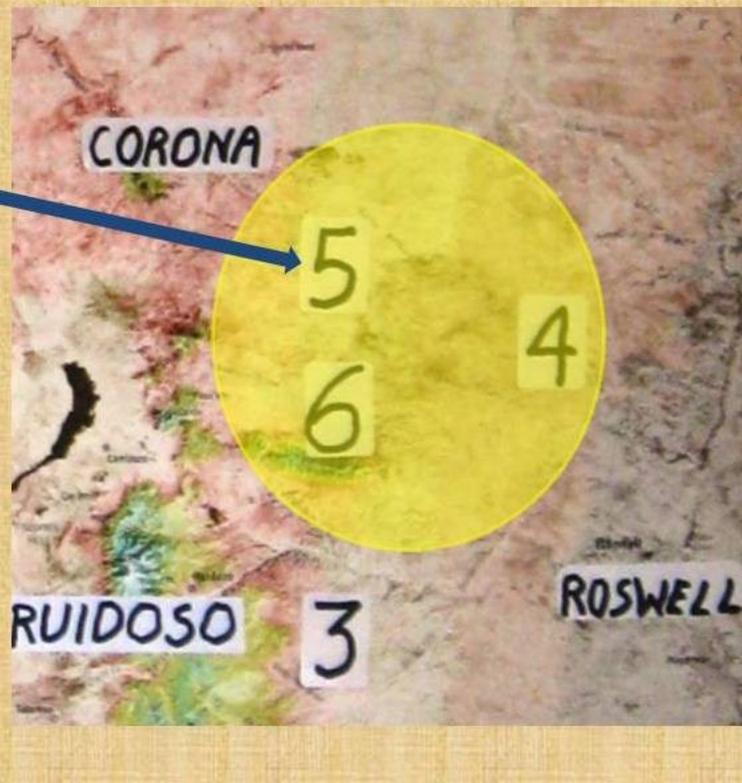
The Plains of San Augustin is a dry lake bed surrounded by mountains.

We will now turn our attention to the three UFO crash sites to the north, northwest, and west of Roswell. Art Campbell has located a brother and sister who were eyewitnesses to three HUGE FLASHES of light. In 1947 a mother and her two children were driving late at night between Carlsbad, New Mexico and Vaughn, New Mexico, when all of a sudden out of nowhere there were three huge flashes of light about three seconds apart. These flashes were so brilliant that they lit up the desert and the distant mountains. My theory is the flashes of light were caused by the High-Powered Radar's energy beam coming into contact with electromagnetic crafts from outer space.

Zoom in on UFO Crash Sites 4, 5, & 6.



CORONA DEBRIS FIELD



One of the flashes of light was from the craft that caused the Corona Debris Field. Mac Brazel found the Corona Debris Field on the Foster Ranch, and went to Corona to ask my father to go see the site. My dad suggested that Mac report the event to the military in Roswell.



A second flash of light was from the craft that crashed at the Haut/Corso site. Although the military were successful in shooting down these two crafts,

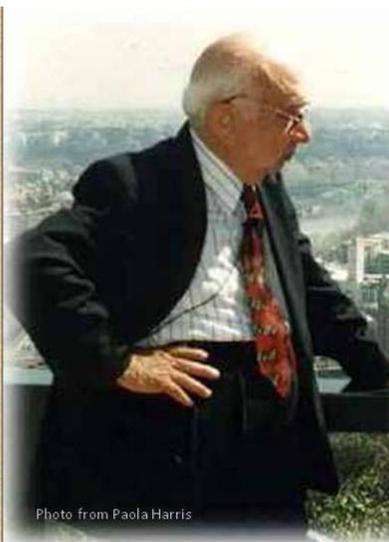
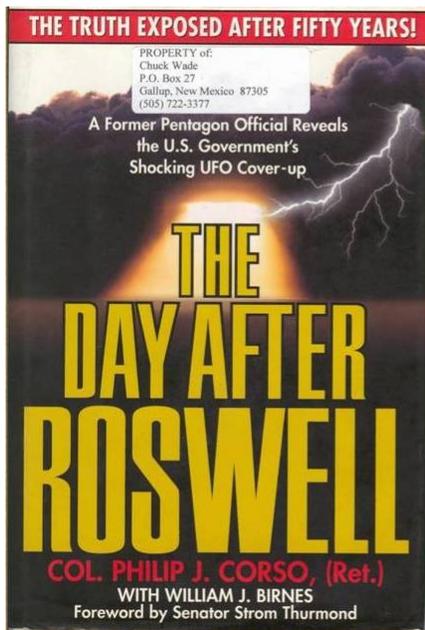
the small tracking radars may not have had time to lock onto the crafts before they crashed. Thus the military did not know they had been successful in shooting down the two crafts.

Civilians found the Haut/Corso crash site and reported it to the military in Roswell. Per Walter Haut's affidavit, the military went out and retrieved this craft that was "12-15 feet long, not quite as wide, and 6 feet high, and more of an egg shape."

I was in the audience at the Roswell Museum when an elderly man, Sergeant Earl Fulford, stated that he was the forklift operator that took a large crate out of a hangar to the flight line.



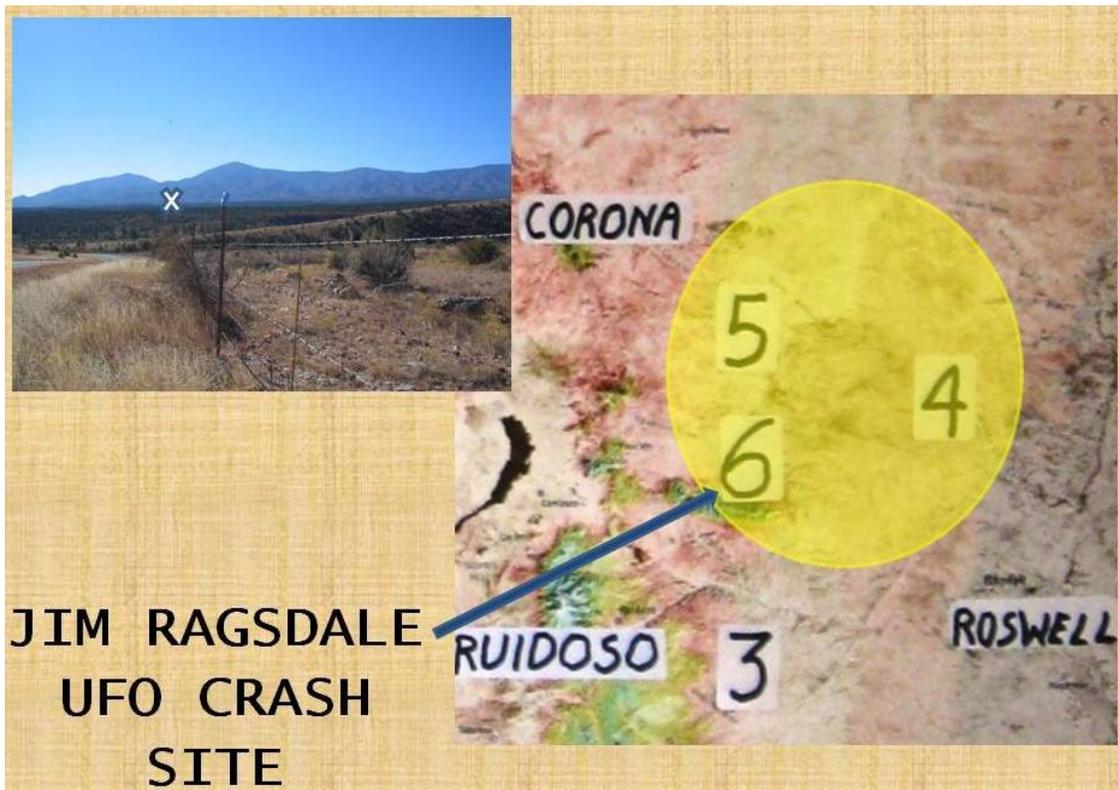
**Sgt. Earl Fulford
1926-2008**



**Col. Philip J. Corso
1915-1998**

In the book, The Day After Roswell, Col. Corso stated that while he worked in the Pentagon he had command of artifacts from the UFO that crashed north of Roswell.

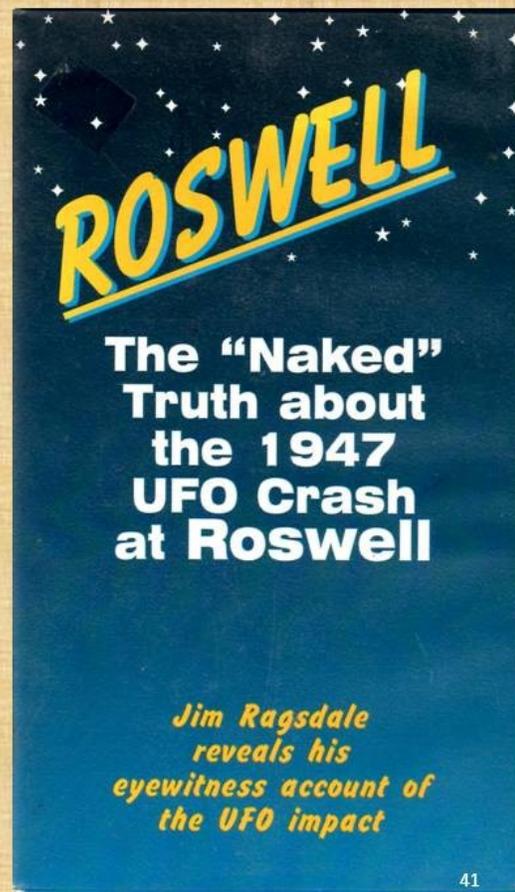
This leaves the third huge flash of light, which caused the crash at the Jim Ragsdale site.



Yes! I am well aware that Jim Ragsdale signed two affidavits that gave two different locations for the crash site. The first affidavit placed the crash site north of Roswell, which is not correct. The correct location is 53 miles west of Roswell. I have recently learned a pair of new words that I feel justifies Jim Ragsdale signing two affidavits and Dr. Herbert Dick saying he was not on the Plains of San Augustin in July 1947. These two words are “ethically justified.” Both of these gentlemen were duty-bound not to disclose the truth about their involvement as eyewitnesses to two crashed UFO crafts. What might be considered by some to be a white lie is ethically justified.

Per Jim Ragsdale's second affidavit and the DVD, The Naked Truth: the Jim Ragsdale Story, here is my theory of what took place. About 11:00 pm the night of July 4th, 1947 the military's High-Powered Radar hit the UFO, causing the third huge flash of light that the brother and sister saw, which lit up the desert and the distant mountains. Jim stated that he and his companion were in the back of his pickup looking up at the stars. Suddenly a tremendous flash "as bright as a flame from a welder's arc" occurred several miles to the north. This object was coming toward Jim and his friend, "trailing flames." When the disabled craft got close to them it was making a tremendous noise. It passed through the trees and struck the mountain at a point a short distance from Jim's truck.

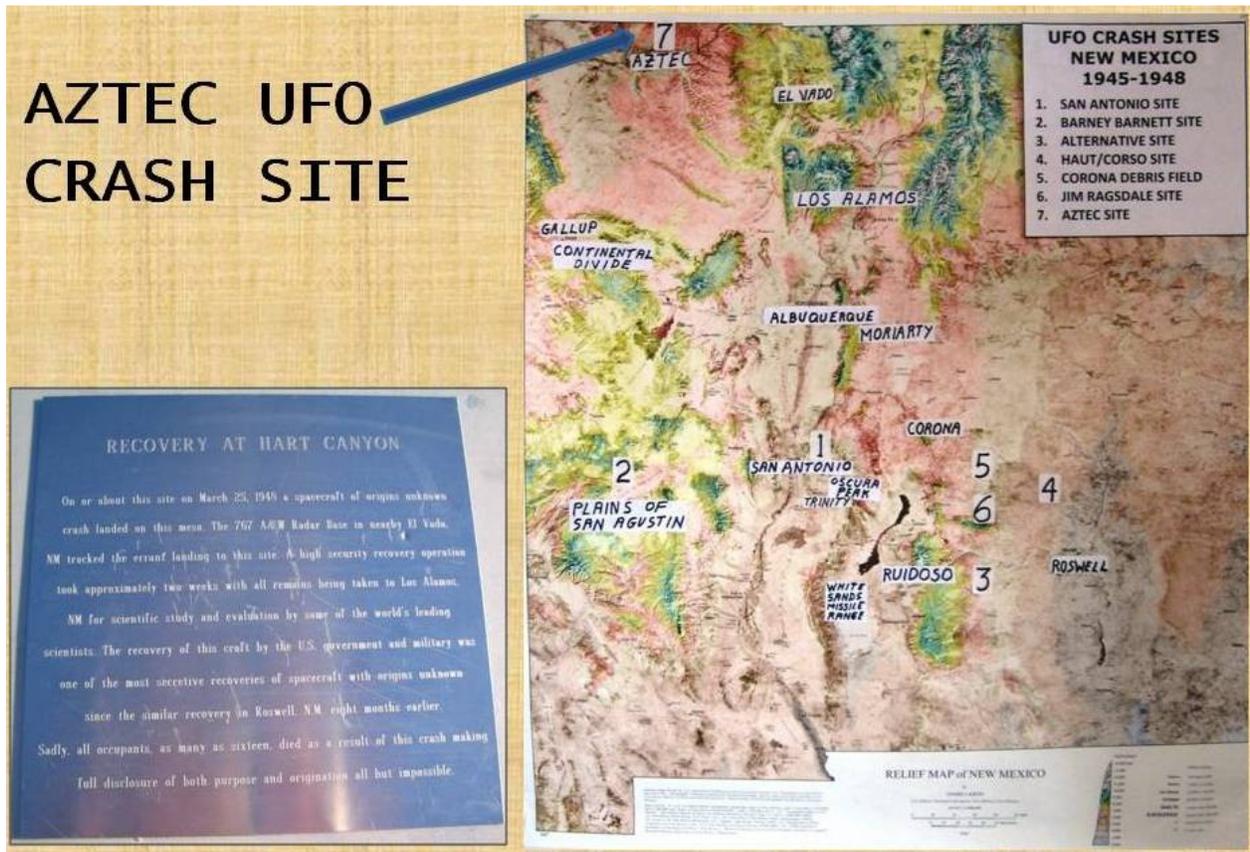
**"It was busted open. I crawled up and they were still inside, the little people. They didn't look like us. Their little bodies felt funny, felt cold. Their eyes were slanted, big eyes, great big eyes. I didn't know if they had on clothes or if their skin was hide. They're really funny looking people."
---Jim Ragsdale**



Jim and his friend took flashlights and went over to the crashed craft, which was 20 feet in diameter. It was basically intact, with a crack through which Jim was able to enter the craft. Jim stated there were four dead bodies of a type he had never seen before. The two eyewitnesses returned to the truck. Early in the morning they were at the craft filling two gunny sacks with foils and other items. Not too long afterward they heard what they thought were trucks and heavy equipment coming their way. Jim and his friend broke camp and left . Over time the two gunny sacks of foils were taken from Jim and his friend.

I believe the flames and the loud noise were caused by the disabled craft's electromagnetic systems shorting out. The military's small tracking radars were able to lock on and follow this craft. Without the radar the authorities would not have been able to arrive so quickly after the crash, with equipment to recover the craft.

The seventh and last UFO that I will speak about crashed in March, 1948, in Hart Canyon about 9 miles north of where we are right now in Aztec. This craft was 100 feet in diameter and was totally intact, with 16 dead bodies aboard.

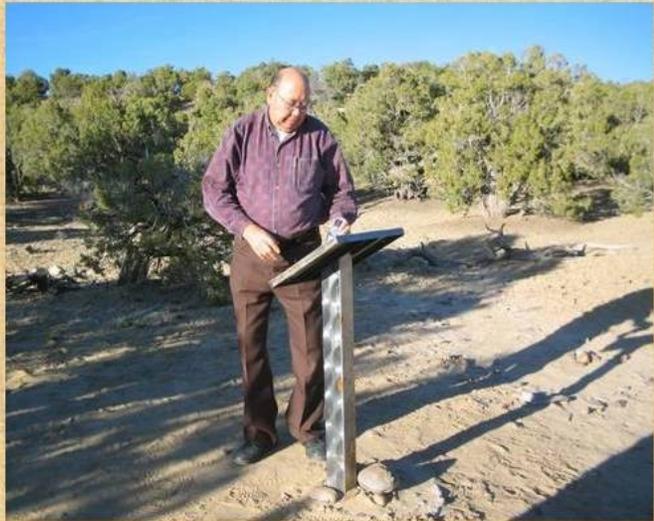


I have heard 30 minutes of an hour-long wire recording of an interview of a doctor that visited this crash site. This recording was compelling.

I have one more piece for this puzzle. A friend of mine in Gallup told me that in 1948 his dad worked for the Navajo Tribe. His dad heard about this crash in Hart Canyon and was able to get close enough to see the craft. The eyewitness told his son there were 16 dead aliens in the craft.

There is a plaque at the crash site that states the radar from El Vado had been tracking this UFO. I would like to know who gave the order to shoot down this 100' craft!

The plaque at the Aztec UFO Crash Site reads, "The 767 A & W Radar Base in nearby El Vado, NM tracked the errant landing to this site.



A high security recovery operation took approximately two weeks with all remains being taken to Los Alamos, NM for scientific study and evaluation by some of the world's leading scientists."

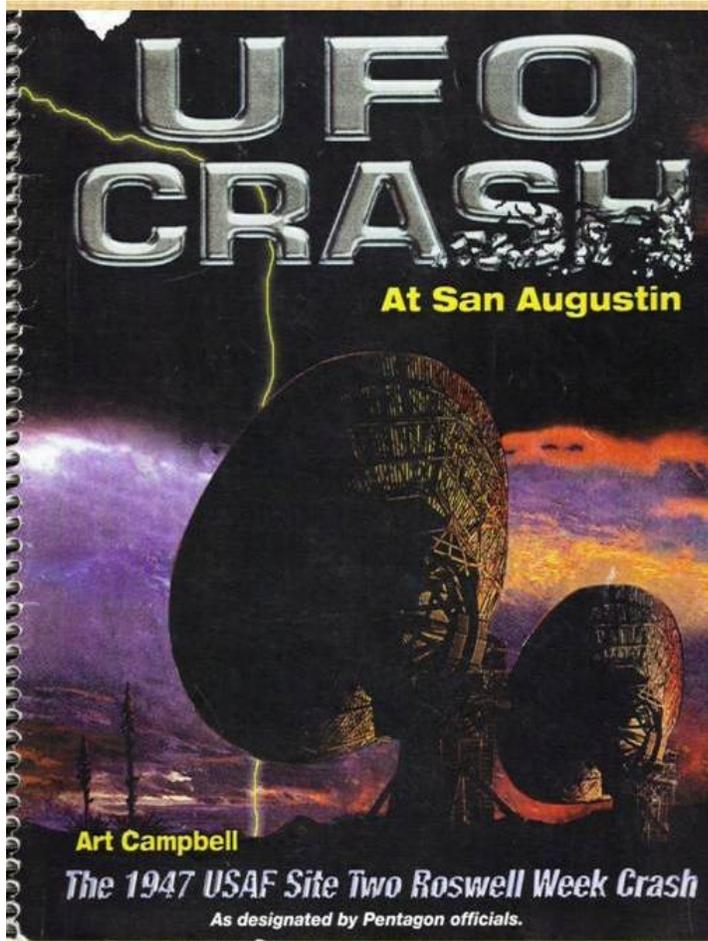
As I mentioned earlier, Art Campbell and I have artifacts that we retrieved from the UFO that crashed on the Plains of San Augustin the night of 1-2 July 1947.



**BARNEY BARNETT
UFO CRASH SITE**

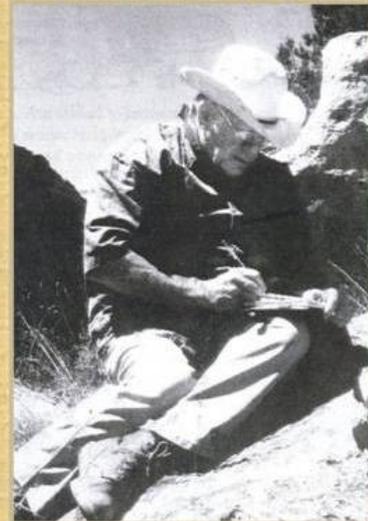


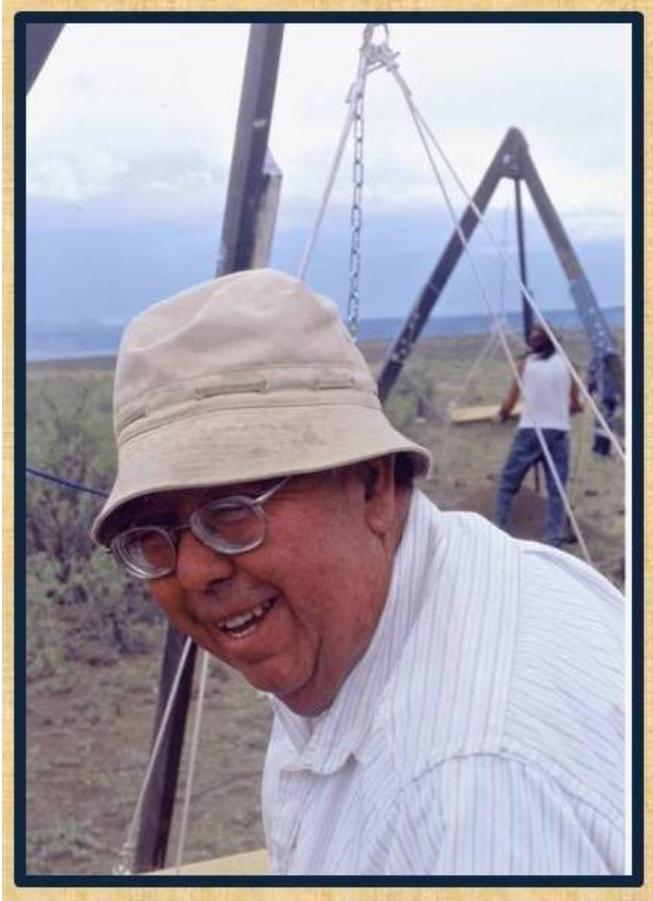
In 2004 Art Campbell, from the state of Oregon, was a speaker here at the 7th Annual Aztec UFO Symposium. Art told of his search for and finding the UFO crash site on the Plains of San Augustin that was mentioned in the book, The Roswell Incident. Art gave an excellent presentation. He showed several artifacts that he had retrieved from that crash site. When Art stepped off stage we shook hands. We went to lunch and over time became friends, and started planning to have an archaeological dig at the Plains crash site.



Art Campbell

www.ufocrashbook.com





In preparation for the dig, I made four 12-foot high tripods that each held a 2' x 3' basket that we could use to screen dirt. I hired four workers to help us screen dirt while looking for artifacts.

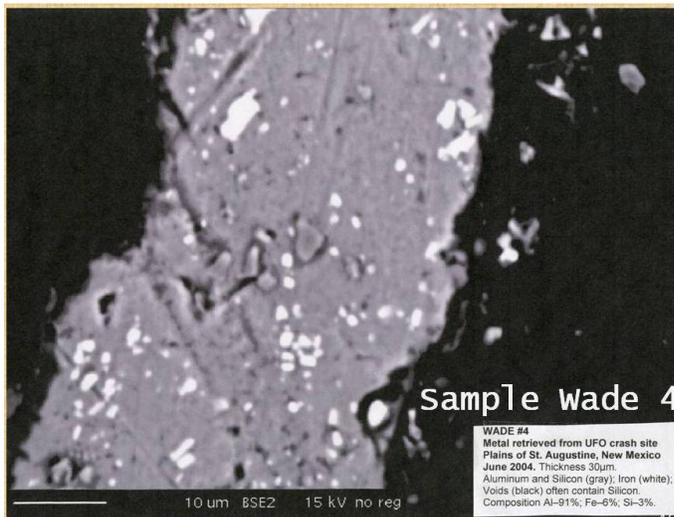
In the spring of 2004 Art, Nancy and I, the four workers, and others gathered on the Plains of San Augustin for a successful Dig. We retrieved 8 pieces of foil that we named WADE 1 through 8. Art and I and a few others went back to the Plains the following spring, 2005, where we conducted another successful dig.



On July 3, 2004 while attending the 4th of July Anniversary celebration in Roswell, I gave the foil artifact named Wade 8 to the IUFO Museum and requested they have the foil analyzed. A couple months later I got the report that the museum had received from Seal Laboratories in California. The analysis read that this piece of foil was nothing more than a piece of aluminum foil with silicon from the soil.



Fortunately I received Seal's report the day before Nancy and I met with a professor at New Mexico Tech that had been analyzing six pieces of our foil. The professor analyzed the foil in cross-section—that is, looking at the edge of the foil. Using a scanning electron microscope it was easy to see particles of iron and silicon scattered throughout the aluminum. The picture below is of Wade 4. The gray is aluminum, the white spots are iron particles, and the black spots are silicon particles.



The professor had worked in the foils industry and he said he had never seen foil like the samples he was analyzing. I contacted Alcoa Aluminum, the Aluminum Association, and other people who were knowledgeable in foils. No one had ever seen foil made like we have. In fact, none of those contacted could come up with how (or why) this foil was manufactured.

During Steve's analysis, single-wall carbon nano-tubes were indicated to be present in the samples! Steve said that single-wall carbon nano-tubes were not discovered until 1991. He is planning to conduct a specific test for single-wall carbon nano-tubes in the near future.

One of the most significant tests that Steve has run is the isotopic ratio of three stable isotopes of antimony, copper, and nickel. Some of the results are in the chart below. The control (earth) sample and the testing (Wade 1) isotopes would be close to the same number if the sample were terrestrial. These two sets of numbers are skewed by a large amount, indicating a strong probability that these samples are extraterrestrial!!!

ISOTOPIC RATIOS OF SUITABLE ELEMENTS IN SAMPLE WADE 1

ELEMENT	ISOTOPE	WADE 1	EARTH
		ISOTOPIC ABUNDANCE	ISOTOPIC ABUNDANCE
ANTIMONY	Sb ¹²¹	49.58	57.36
	Sb ¹²³	50.42	42.64
COPPER	Cu ⁶³	48.84	69.15
	Cu ⁶⁵	51.16	30.85
NICKEL	Ni ⁵⁸	35.31	68.08
	Ni ⁶⁰	32.41	26.23
	Ni ⁶²	32.28	3.63

Well, that's my presentation. We went through seven UFO Crashes and Retrievals in New Mexico from 1945 to 1948. We ended with the foils that we retrieved from the 1947 UFO crash site on the Plains of San Augustin, which appear to be extraterrestrial.

Thank you.



Post Script

**Now that WE HAVE PROOF that UFO's did crash and were retrieved
in New Mexico 1945-1948----**

What are we going to do with this information???

May I suggest we go to the next level which is:

LEARNING HOW UFO'S ARE PROPELLED!!

UFO'S DO NOT USE OIL. WHY DO WE?

**Foil was retrieved from several of the above mentioned UFO's.
The foil retrieved from the Barney Barnett UFO Crash Site on
the Plains of San Augustin, New Mexico has been analyzed.
The analysis shows that this foil is Vastly Complex!**

**May I suggest that We the People
research why the ET's placed foil on their crafts.**

**Just maybe, We the People can
SOLVE our ENERGY NEEDS.**

**Please send this presentation to your friends and contacts. Maybe—
just maybe—this message will have a RIPPLE EFFECT toward solving
our energy needs of the future!!!**

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