

UFO INVESTIGATOR



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PILOT REPORTS STRANGE PHENOMENA CORROBORATED BY ADDITIONAL REPORTS

The following sighting was reported to NICAP by a professional pilot with thousands of hours experience who wishes to remain anonymous. He will be referred to as "M.A." NICAP's Regional Investigator, Raymond Jordan has investigated this particular case quite extensively and considers the witness to be an excellent observer. In his 25 plus years as a pilot, he has never previously seen anything he definitely could not identify.

Approximately 11:30 pm on March 11, the pilot was proceeding south on U.S. Highway 89 from Ash Fork to Prescott. While crossing the bridge over Hell Canyon, Arizona 18 miles south of Ash Fork, his attention was drawn to a large red glow and several smaller ones in the canyon to his right. He initially thought it was a train station. He very shortly realized this wasn't so and turned around and proceeded back to the bridge. Arriving there and looking down, he spotted the 3 or 4 small, dim red lights. The large red light was not seen this time. The canyon is about 450 ft. wide and 200 ft. deep with a sharp turn on the west about 1/8 mile from the bridge. A small tributary canyon enters the main canyon at the turn. Viewing something unusual late at night and being alone, M.A. was frightened and turned his car back and proceeded toward Prescott again. Suddenly, a white light arose from the side canyon and followed M.A.'s car about 100 ft. to the right and slightly behind him at a low altitude (at about his 4 o'clock position). It swept a bright light back and forth across his car. M.A. accelerated to about 125 mph. The object followed for at least the next 2 miles crossing over to M.A.'s left (or 8 o'clock position).

Several miles from the bridge M.A. passed another car driving in the same direction at a much slower speed. In his mirror, M.A. could still see a bright light following him for several more miles. He could not be certain that it was *not* the car he had passed but did not think so.

About 23 miles from the bridge, M.A. slowed to turn right onto the Willow Creek road by the Prescott Airport about 8 miles north of Prescott. Just as he was turning, he noticed to the left of the Willow Creek road a white light with a pulsating red light on "front". It followed him for several miles down the road after which he lost it. The area where he lost it is a built-up area on the northern outskirts of Prescott.

M.A. noticed no unusual electromagnetic or physiological phenomena during the sighting.

This particular case does lack hard data, which prohibits a conclusive evaluation. However, due to the professional training and credibility of the witness, this case has been classified in the "unknown" category. The second point that lends strength to the case is that a second sighting was witnessed at the same location only 17 days later. Once again, the witness wishes to remain anonymous and will be referred to in the following report as Miss D.M.

Miss D.M., a young school teacher, thought she saw a "fire truck with very bright red and blue lights" traveling from her right, toward the highway as she was approaching the Hell Canyon bridge from Ash Fork (there is no side road here). The pattern of lights disappeared just as the object neared the bridge (possibly going under the bridge). The lights reappeared on the left side,

moving very fast. They stopped just east of the bridge. All during the sighting the lights remained in an inverted "L" configuration. There was no change in color or intensity. There was a vehicle parked in a parking area next to the bridge. The observer was frightened, locked her doors, did not stop, and hurriedly proceeded to Prescott. She did not see the object again.

None of the above sightings involved a visibly structured object—only lights were seen.

Miss D.M., being a friend of M.A. and his family, was on her way to visit them. She had been unaware of M.A.'s sighting until she excitedly told them of hers.

The locale of the sightings at Hell Canyon is fairly desolate and uninhabited. There is no other activity in the area that could have been misinterpreted. All of the sightings were close, either near ground level or below the observers. Aircraft, astronomical and meteorological phenomena can be ruled out. Hell Canyon crosses the highway a few miles to the north at Little Hell Canyon. There is a railroad trestle below and a few hundred feet west of the highway bridge. There are no signals in that area. The rail line is in view only briefly there and could not account for either sighting. Both observers are confident that they experienced their sightings at the larger canyon further south with its parking area and monuments. There is no railroad in view from this area.

Mr. Jordan interviewed both witnesses April 2, two days after learning of the incidents. He also hiked down into Hell Canyon the same day of the interview and noticed nothing unusual in the canyon. The wash at the bottom is usually dry but was carrying a good

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CANADIAN PHOTOGRAPHS UFO

Ontario, Canada has recently been a focal point for UFO activity. NICAP has been literally inundated with telephone calls, letters, newspaper clippings, and reports from people in the Ontario area. The most substantiated report was one from an area of Ontario named Flamborough.

On March 18 a nineteen year old student was out taking photographs of birds in a desolated area near a quarry. He had not been too successful in his attempts to photograph hawks, when suddenly he noticed a massive object in the sky. The young man, Pat McCarthy, who is an amateur astronomer as well, began snapping photos as fast as he could. He was having a great deal of difficulty in trying to keep the UFO in his viewfinder. The object was "flitting about everywhere and every time I thought I'd got it, it would pass out of the camera range again." After many attempts, McCarthy felt fairly sure he had been able to focus on it. He was ecstatic about his accomplishment. Because of McCarthy's photographic experience, he decided not to develop the film himself for fear his peers would suspect that he tampered with the photo during the development. He took the film still loaded in the camera to a local newspaper office, THE SPECTATOR, and had them process the film.

McCarthy described the behavior of the UFO as erratic in the way in which it traveled throughout the sky. He further stated that due to the distance, it was rather difficult to be accurate regarding its size and speed but he estimated that it was about the size of a DC-8 aircraft and must have been traveling thousands of miles per hour. The witness was using a 135 mm telescopic lens and the object filled up about a quarter of the viewfinder. The time of the sighting was approximately 1:30 pm on a clear day.

One other area resident, Mrs. Daisy Wilmot witnessed a UFO at approximately the same time. She was able to view the object for approximately 5 to 8 minutes. She said it hovered over a body of water about 500 yards from shore. The craft started to vibrate, and began to rise slowly, held stationary for a few seconds and then shot off to the west and out of sight. Two other

women in the same apartment building as Mrs. Wilmot did not see the object but stated that they heard sounds like an airplane.

Pat McCarthy could not understand why even more people did not see the UFO due to its size and strange behavior. McCarthy stated that the object, even though erratic in its movements, seemed to have purpose and direction. "At one point it was jumping around like a madman, and then it was going in a straight line." He stated that the UFO made a complete figure eight and then made another half loop before darting across the sky and disappearing.

The photo when enlarged approximately 160 times depicts a "saucer-like" structure with a dome on the top. NICAP is presently trying to secure a copy of the photograph for future publication. However, we did not want to hold the article waiting for the photo. An artist's conception of the craft is included for your review.

Of course, photographic evidence is more valid than a report without such information. However, without the original photograph a conclusive evaluation can not be made. Basing evaluation on the honesty and personal character of the witness along with his testimony of what he saw and the fact that Mrs. Wilmot possibly witnessed the same object, the case does seem to have very strong points. Due to the nature of the photographs (the lack of reference points shown in the image) it may not be possible to determine photographically whether the object was a small one close to the camera lens or a large one far away.

As previously stated, there have been a rash of UFO sighting in the Ontario area which also lends some credibility to the McCarthy sighting. A second full

report was received regarding a sighting only 2 days after McCarthy's observation from a witness in the same vicinity.

Mr. Michael W. Dorman is a letter carrier with the Canada Post Office in Hamilton, Ontario. He is also a student of Anthropology and Geomorphology.

Mr. Dorman reported to NICAP that he witnessed 2 UFOs on March 20. Once again, this was a daylight sighting with clear visibility. The witness claimed that the color of object #1 was almost white, and metallic indicating a highly glossed surface reflecting in the sunlight. Object #2 was similar in color except for when it flickered an amber-red during its short 2 to 3 second ascent, before disappearing.

Mr. Dorman included with his report a diagram indicating position duration and flight patterns the UFOs took. He also was able to conclude that he did not feel that the objects could have been falling debris from terrestrial-launched space probes due to the fact that any debris would probably have burned up before reaching that far down in our atmosphere.

The witness did observe several propeller-driven aircraft passing slowly and noisily overhead about 15 minutes prior to the sightings as well as a jet passenger plane with dual engines. The witness was very sure that the UFOs that the observed were not conventional type aircraft. The UFOs moved much more quickly than any conventional aircraft and the sky was clear enough to enable the witness to observe that the objects were wingless. Mr. Dorman stated to NICAP that, "unless someone else saw the two UFOs when and where I did, I would venture to say that I am an expert on what 'I saw', not an expert on what they were. I was not hallucinating. I value my powers of observation as a naturalist artist, who takes great pains with minute detail, very highly."

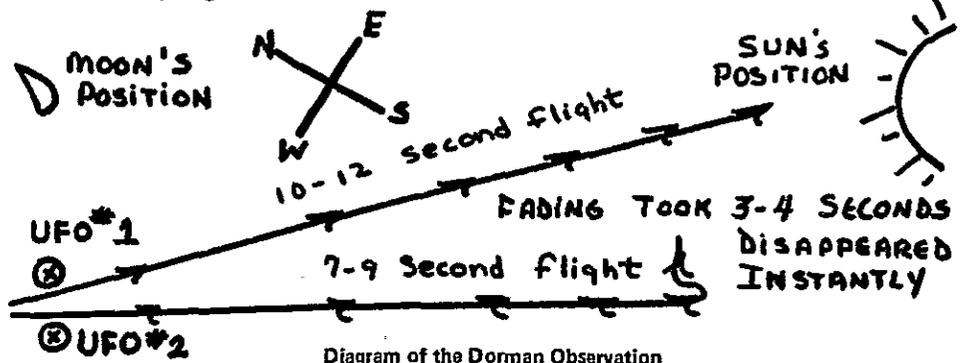


Diagram of the Dorman Observation

NORTH CAROLINA SIGHTING

A soundless, V-shaped craft, having a row of blue and red flashing lights, with searchlights on the front and bottom of the aircraft was seen by approximately 15 law officers near Lumberton, North Carolina. One possible landing was witnessed, and reported by a police officer who had to drive his patrol car off the side of the road to avoid possible collision contact. A scorched area appeared on the ground where the possible landing occurred.

The sightings were made between 1 am and 5 am, and were witnessed by policeman Jim Driver of Roseboro. Driver stated, "All of a sudden an object was above me about 200 feet in the air, directly across the street above the pecan trees, moving very slowly. All of a sudden a spotlight came on and then it was gone." Reports received in other counties observed the craft to be flying at 200 miles per hour.

NICAP investigator Bill Pitts evaluated as a possible explanation, a Marine Corps plane "The Harrier A-8," called "the world's first vertical, short take off, and landing, operational jet craft." This plane can hover in mid-air, turn in any direction, then move out.

Our investigator spoke with two Marine Corps air personnel from the Recruiting Office in Ft. Smith, Arkansas, who had both seen this plane in action. According to them many of the observations made by the police officers could be explained by this craft.

If the "Harrier" were observed during daylight hours in a hovering position,

SIGHTING ADVISORY

Preliminary information on new reports. Details and evaluations will be published when available.

January 20, 1975 – Vinita, Okla. A UFO was reported to the Sheriff's office by a woman who was driving to work at approximately 8:30 pm. She spotted a round object lit by white lights making a fast circular motion hovering over a house about six miles southeast of the town.

The object would rise straight up, come back down toward the ground and sometimes travel sideways. This is the third report in 2 years of UFOs in this small town of Vinita.

January 17, 1975 – Paso Robles, Cal. California Highway Patrol Officer Glenn Beck sighted two glowing objects. One was larger than the other and both moving at high rates of speed. The officer stated, "they glowed all over and changed color from blue-green to off-white and red."

Officer Beck attempted to photograph the object, but he had film with too slow a speed. He called his friend, another Highway Patrol Officer, to check the objects and he also verified the sighting. They observed them for about 10 minutes until they disappeared.

heat from the jets would give a heated air distortion effect around the plane. At night, this same distortion would create wavering light effects of all the colored lights which the plane has on each wing tip. It could also present a "V-formation" effect.

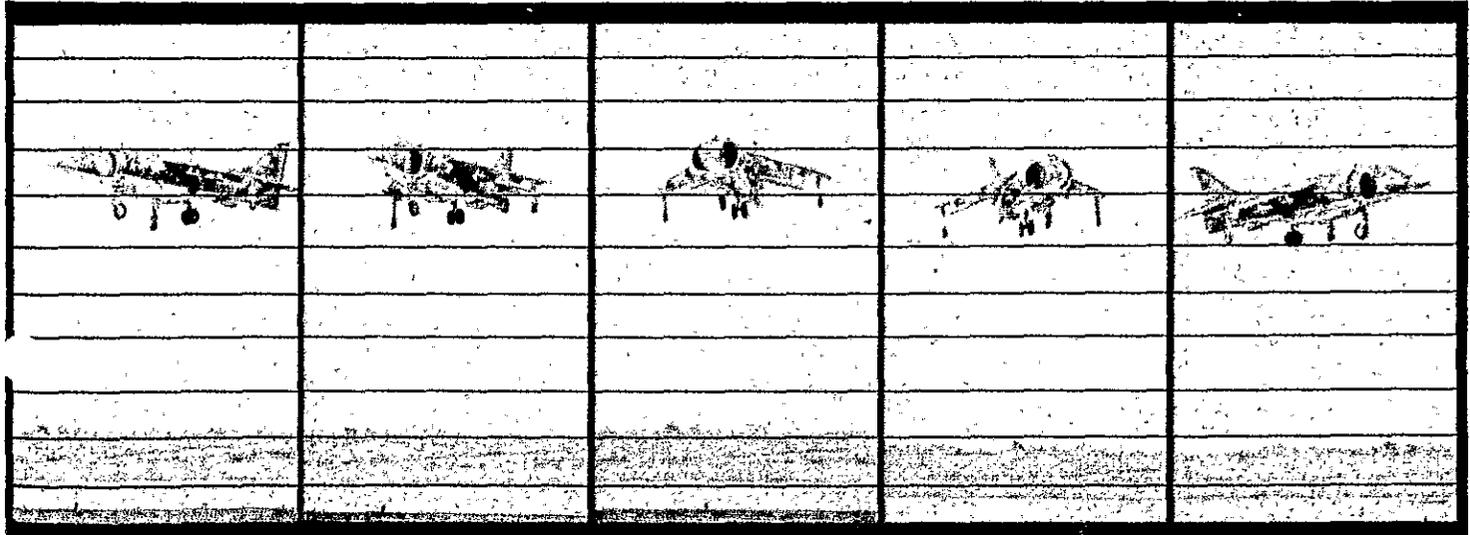
Although pilots are required by orders to land this craft on a hard surface and log landings, it is possible that a pilot could land on other surfaces and not log this information because of possible reprimand from superiors. If this plane did, in fact, land on the ground, Mr. Pitts was informed an approximate 35-50 foot "blast" area would be visible as the plane landed as well as when it took off.

The Marine Corps personnel in the Recruiting Office admitted that if they

placed themselves in the position of the police officers, they could understand these sighting as being reported as UFO's, because the witnesses probably would never have even heard of the "Harrier."

There are approximately 70 of these crafts in existence—several of which are located at Beaufort, South Carolina approximately 200 miles from Lumberton. While it may prove that the "Harrier" had nothing to do with the North Carolina reports or any other UFO sightings, it would be well to remember that this craft does exist.

For additional information on the "Harrier" check with your own local Marine Corps Recruiting Office, which will have a film-tape showing the "Harrier" in action.



STRANGE PHENOMENA

—Continued from Page 1

flow of run-off water at the time of the sightings and investigation.

NICAP concurs that neither sighting can be attributed to conventional phenomena. Our investigator is continuing to monitor the Hell Canyon area for any unusual occurrences.

A third report was logged in the NICAP files that seems to have some similar characteristics to both of the forementioned cases.

On January 13, in Childs, Arizona, a cigar-shaped object about the size of a railroad freight car with pale green, white and red lights was spotted by Mrs. Jack Soulages and Mr. and Mrs. Clarence Hale. As the light hovered, a smaller one about the size of a headlight with a pale orange glow, emerged from underneath the first light, and descended partially into the canyon apparently landing near a power line. A third light "like a cigarette glow," came from the second one and followed the power line down to the river, and crossed to an island and appeared to land approximately 300 yards from the witnesses. The unidentified phenomena emitted a bright fluorescent glow and appeared to light up the whole canyon like daylight. The light suddenly vanished. These lights have been reported in the same area on several different occasions by different witnesses.

This particular case has received varied publicity through local newspapers and radio. NICAP's evaluation of the case is that there could be a possible conventional explanation for the recurring lights. During abnormal atmospheric conditions, electric corona, a member of the plasma family, can be generated on high tension power lines which creates enormous flashing of lights and can appear to look very strange at night. Since the Childs, Arizona sightings were always positioned near the same high tension power lines, we feel that this is a plausible explanation.

FEEDBACK / Readers write

Re: Cattle Mutilations in Minnesota

Dear Mr. Acuff

In the last few weeks I have been working in conjunction with Mr. Kevin D. Randle, Field Investigator for the Aerial Phenomena Research Organization, in making a careful analysis of the Minnesota mutilation situation. We could find positively no connection between UFO's and the mutilations. What we did find was as follows:

1. There is no correlation between UFO sightings in the area and mutilations.
2. The major advocate of the UFO link is one Terry Mitchell, affiliated loosely with MUFON, and considered by us as highly unreliable. In conversation with Mitchell and with Ray Warren, also affiliated with MUFON, we uncovered the supposed link to UFO's. Mitchell claimed that he had invented a UFO and equipped it with an electro-mercuric weapon. He was unsure what kind of wound it would cause, but when he saw the mutilated cattle, he was convinced it had been "shot" with such a weapon. His next link was a gem of deductive reasoning. Since he had included such a weapon on his UFO, aliens must have done the same. Mr. Warren reinforced this somewhat preposterous theory with an off the wall claim that U.S. Apollo space craft are armed with an intercept missile system for use against UFO's. He could offer no proof of this claim. Since, according to Warren, we are armed, and according to Mitchell, the aliens are armed, then according to the both of them, it is reasoned that the cattle were shot by aliens using an electro-mercuric gun.
3. The reported area "melted in a perfect diameter" around the mutilated cow was neither a "perfect diameter" nor was it done by UFO's. It was in fact an irregularly shaped area caused by the snow being compacted by other cattle as they came to sniff the body. The compacted snow melted faster than the surrounding material and produced the patch.

4. Other evidence "pointing to UFO involvement" is as easily explained. The indentations in the frozen lake were holes chopped by the farmer. The broken tree branches were the result of pruning. The hillside of circles were silage piles.

5. The mutilations were in fact the result of initiation rites performed by a satanic cult many members of which have since been arrested by federal agents.

6. The reason there were no footprints around the mutilated animals was because the satanic group used large sheets of cardboard to distribute their body weight across the snow.

7. The absence of blood from the bodies of the animals can be explained by a simple chemical and surgical procedure. You have explained the surgery in the UFO Investigator when you refer to the tongue being cut out and the juglar being cut deep in the throat. The chemicals involved the use of certain drugs to make the animals heart pump faster and in essence pump all the blood from its body. We can explain the procedure in full if NICAP so desires.

8. The mutilations reported from Texas have the same explanation as those in Minnesota. Members of the satanic cult, because of adverse publicity in Minnesota, moved their operations to Texas. Many of them were then arrested by federal agents. We can supply the name of one of the federal agents involved for confirmation, but we must have NICAP's guarantee that it will be kept in the strictest confidence.

Sincerely yours,

Robert C. Cornett

NICAP REGIONAL INVESTIGATOR

Kevin D. Randle

APRO FIELD INVESTIGATOR



NICAP would appreciate it if our Canadian members would not send Canadian currency, as the processing of foreign money makes the banking transaction more complicated.