

By Tom Benson

Boomerang, triangular and deltoid-shaped anomalous objects have been reported flying in the skies, over New Jersey, during the 1970's and 80's. Are these objects from beyond earth or are they just experimental, terrestrial, flying machines?

Most of the New Jersey reports described in this article are similar to those reported elsewhere, such as the Hudson Valley area of New York and adjacent states, Virginia, Florida and Puerto Rico. In late 1989 and early 1990, 1,000's of witnesses reported triangular-shaped objects in other countries around the world, particularly Belgium. A majority of the anomalous craft reportedly flew at slow speeds, low altitudes and hovered with a sound like a low hum or whir or just no sound at all.

Many witnesses in Belgium claim the reported UFO in reality, is a U.S. stealth-type aircraft. Possibly, this display was to introduce the craft to the NATO Command *, to show off it's flight characteristics and capabilities.

* The North Atlantic Treaty Organization's Command Center is located in Brussels, Belgium.

LOCAL CASES

Veteran UFO investigator, Ward Campbell obtained a most interesting, multi-witness report back in 1976. On the evening of January 19, 1976, at 7:30 p.m., Mrs. Wayne Tomlin in Heislerville, N.J., first noticed an object hovering motionless, just above tree top level, to the west of her house. She alerted her neighbor, Mrs. Vi Camp.

UNUSUAL AERIAL PHENOMENA OVER NEW JERSEY and THE DELTOID PUMPKINSEED

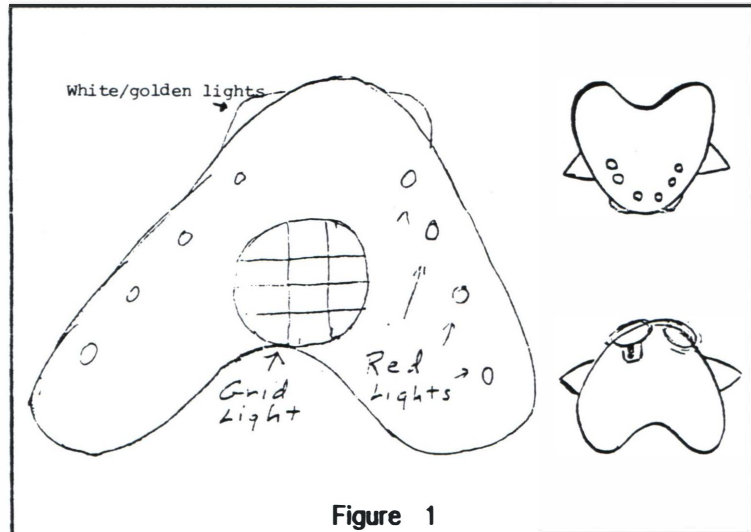


Figure 1

Heislerville, New Jersey, January 19, 1976. The above drawings were made by different witnesses. The object's diameter was between 35-40 feet, the estimated speed was 10 mph. The grid light had 12 divisions about 30" square with a soft amber / gold light from within.

Seven individuals witnessed the following reported event; Mrs. Kay Peterson & her son, Mrs. Camp, Mrs. Tomlin, her husband and two children. They all were watching the pair of extremely bright lights. As Mrs. Camp walked closer to the object, the bright white lights suddenly dimmed and turned a soft golden amber.

Frightened, Mrs. Camp ran back to the group. Immediately, the lights came on bright again, as before. Within a few seconds, the lights dimmed and turned to the same golden/amber color and the witnesses then realized the lights were moving in a straight path slowly toward them. As the lights came over them, the vehicle stopped, and it was then that they saw the exact detail and shape of the object (Figure 1.)

Mrs. Camp left the group and went out toward the street. This, of course gave her a more angular view and it was at this time, she saw a dome or bubble-shaped construction on the top, toward the front of the vehicle. The same soft golden light seemed to be contained within the dome. It was then Mrs. Camp got a glimpse of a figure moving once around inside the dome.

The figure she noted was simply a "man-size" silhouette showing the upper torso, arms and head. The other witnesses didn't see this because they were directly under the vehicle. Meanwhile, the others observed detail of the object's understructure including a golden lighted circular grid structure, rows of red lights, etc. Mrs. Camp ran back to tell the others of her sighting and it was then the object started to slowly

continued on page 4



FROM THE EDITOR'S DESK

THE BOOK THAT NEVER WAS.....

Over a year ago, through the UFO grapevine (whether by telephone conversations, conventions, or UFO related literature) we were told that Kevin D. Randle and Donald R. Schmitt were close to finishing a comprehensive book on the Roswell incident. We were told of the importance of this book and that a campaign should and would be started within the halls of congress to open an investigation of the "cover-up" of Roswell. This July the book *UFO Crash At Roswell* (a paperback published by Avon Books of New York) was finally published...after some legal complications. I consider myself lucky to obtain the book from Bob Girard at Arcturus Book Service in Georgia. Why do I say this? A friend, and fellow UFO researcher in northern New Jersey, upon finding that the book was out, went to his local Walton book store to buy it....they didn't have it...but could order it for him. What seemed to be a simple task became a quest. Eventually after visiting four other book stores he found it in a ShopRite! Believe it or not! Something is wrong here. I'm about halfway through the book as of this writing, it is well written and has kept my interest. If you are a UFOlogy "specifist" you will find items in the account that should be asked and clarified. To the general public though, this book is what *Communion* was a few years ago. It covers a subject that they know little, if nothing about. This book if properly publicized should be a best seller and when that happens, the Senators and Congressmen of Washington would go out and buy their own book. The book itself is what I consider a good read...it captivates the reader to "want" to find out what happens. I congratulate both Randle and Schmitt for their readability in presenting the material. What upsets me is that the general public...who could help in a push for a congressional inquiry does not even know that the book exists. What happened to the big publicity push for this book? Does this have something to do with the legal settlement? It's a shame to see this book be delegated to the back shelves of a library....that is, if the library even orders one! Enough of the soapbox...now to this issue. Tom Benson in our lead article, *Unusual Aerial Phenomena Over New Jersey* has done some extensive research on the possibility that some unidentified's reported over New Jersey in the past (today?) might have been nothing more than experimental aircraft.. a must read and raises some interesting questions. George Fawcett presents historical UFO facts to ponder in his article *UFO Repetitions....* fellow New Jersey MUFON member, Joseph J. Stufula recounts his experiences at this year's 1991 MUFON Symposium for us. If you remember last issue when we presented the Salem,

New Jersey "Helicopter crash" report....Michael Talpas goes a step further a presents a first hand account of the investigation in what he calls *The Alloways Creek Incident* in our *Investigative Reports* column alsoa unique Newark sighting that was only covered on a Spanish speaking local TV station....A.R. Wagner presents some interesting speculations concerning Roswell in his *Roswell Incident Some Overlooked Physics?...* Paul Ferrughelli and the National Sighting Center do it again with more fascinating statistics and facts on UFO's covering peak months, duration, shapes, etc...plus our the normal features.....until next issue...our one year anniversary issue!

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REPETITIONS

A Challenge to Scientific Investigations

by George D. Fawcett

Aspects of sightings of unidentified flying objects (UFOs) that have been repeated time and time again over the past 47 years - and have proven themselves BOTH PERSISTENT and CONSISTENT on a global basis - are a challenge to science. Any future solution to the growing worldwide UFO enigma will have to deal directly with these UFO repetitions:

1. Sightings of unknown flying objects that demonstrate superior speeds and intricate maneuvers beyond those of present satellites, aircraft and missiles.
2. Radar trackings of UFOs.
3. Photographs and movies of UFOs.
4. Pursuits of UFOs by planes in the skies, by ships at sea and by cars on open highways.
5. Falls of "fragments" and "angel hair" from UFOs overhead.
6. Increases in background radiation, ground markings, changes in soil samples, and deposits of both metallic and non-metallic residues after UFOs have been reported in the skies or on the ground (ESPECIALLY magnesium, aluminum, silicon, boron and calcium).
7. Near-collisions, pacings and head-on passes by UFOs reported by civilian, military and commercial pilots.
8. Physiological and psychological effects, such as electric shock, radiation burns, dimming of vision, blackouts, temporary paralysis, headaches, blood disorders, nightmares and dreams, reported by observers in close UFO encounters, both in the air and on the ground.
9. Electromagnetic interference reports caused by UFOs on compasses, plane and car motors, headlights, house light searchlights, radar beams, radios, TV, power stations and other instruments and communication devices.
10. Skyquakes, explosions and sonic booms in the skies during UFO appearances.
11. Propulsion sounds and smells attributed to UFOs.
12. Landings and near-landings (hoverings) of UFOs and their occupants.
13. Hostile acts due to UFOs (both towards and from these objects).
14. Reports of so-called "contactees" of space visitors and UFOs.
15. Straight lines of flight related to UFOs, along with their other kinematic, geometric and luminescent characteristics.
16. Reputable sightings by scientists, astronauts, engineers, astronomers and other trained observers of UFOs.
17. Appearances of "little men" (apparently humanoids) and other entities in relation to worldwide UFO landings, who were reported to have taken rocks, vegetation, soil, water, sand, animals, flowers, etc. Several hundred cases of human kidnappings, abductions, physical examinations, etc.
18. Periodic cycles of increased UFO sightings - every 26 months, 5 years and 10 years in large numbers.
19. Unique shapes of UFOs, especially nocturnal lights, daylight discs, domed saucers, cigar-shaped or rocket-shaped objects, crescents, half-globes and saturn-shaped.
20. Revolving wheel-like machines in oceans, seas and vast masses of water reported by ship and plane crews and passengers, and other witnesses nearby.
21. Depressions, craters, denuded vegetation, holes, ground markings, burned areas and landing gear marks on the ground due to UFO landings worldwide.
22. Power failures due to UFO appearances, both locally and on a widespread basis.
23. Severe animal reactions reported during UFO encounters.
24. Levitations in close proximity with UFOs or persons, cars, helicopters, trucks, garage roofs, fishing bobbers, UFO occupants, horses, etc.
25. The historical evidence of UFOs found in archaeology, cave wall drawings, Holy Scriptures, legends, mythology, ancient manuscripts, frescoes and folklore throughout the world.

To investigate any phenomena in or outside of a laboratory requires that they must be repeatable, and such UFO encounters are recurrent in nature regardless of where they occur. Thus, the challenge to future scientific investigations remains.

These repetitions do not encompass a complete list of recurring aspects of activities of UFOs and their occupants, but represent a start in the right direction.

Future science must meet the challenge posed by these UFO repetitions among over 140 world nations in order to solve the growing, global UFO problem - otherwise, it will become part of the problem itself. **THE PEOPLES OF THE WORLD DESERVE BETTER THAN THAT!**

EDITORS NOTE: George Fawcett is an internationally known UFO investigator and researcher for 49 years. He founded the New England UFO Study Group in 1957 and the Pennsylvania & New Jersey Two-State UFO Study Group in 1965. Since that time, he has founded and become chief advisor to four other civilian UFO study groups. George was the founder and now currently serving as Public Relations Director for the MUTUAL UFO Network of North Carolina. He has written hundreds of UFO research articles, acted as a movie consultant and has been a contributor to various encyclopedias.

"unusual aerial phenomena" continued from page 1

move away on the same level and in a straight line, until it disappeared in the direction of Delaware Bay. Mrs. Camp also saw projections on both sides of the craft toward the front. These were fin-like affairs, but not solid. They seemed to be a sort of triangular piping. She saw the red lights the other witnesses described, but not the golden lighted grid structure.

All witnesses heard a low humming sound as the object started to move away. The sound was described as being similar to a household water-jet pump in operation. As the craft moved out of sight, only the red lights remained visible and then the object disappeared from view in the south west, towards the East Point Lighthouse.

Somers Point, New Jersey, March 6, 1978. At about 4:15 a.m., and at separate locations, Sergeant Albert Tappenier and Patrolman Stanley Ogonowski Jr., of the Somers Point Police Force, first saw lights hovering at a distance at the Bass Harbor Bridge. As Sgt. Tappenier watched, they moved rapidly towards him. The two lights were cylinder-shaped, spaced about 100 feet apart and about 1,000 feet above ground level. Between the lights he saw an outline of a dark mass, shaped like an elliptical sphere, similar to a football. As the object passed overhead, the underside view of the object showed some type of "structural lines". (See figure 2) The object passed over, very slowly and made no sound. Other witnesses to the above sighting a few minutes earlier at 4:00 a.m. at Brigantine (Detective Robert Hiltner and his wife) and Atlantic City (Gardners Basin; Michael P. Friel) heard a slight noise like an egg-beater or whishing sound. One of the witnesses familiar with aircraft thought the object was one of those experimental planes flying out of the National Aviation Facilities Experimental Center in Pomona, New Jersey.

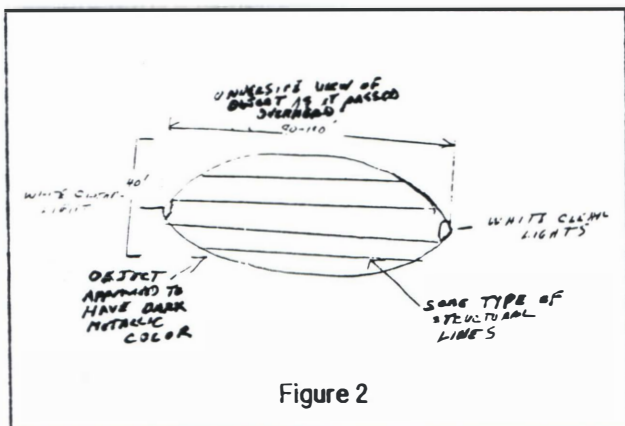


Figure 2

Somers Point New Jersey, March 6, 1978

Authors comment: Note the grid or structural lines observed under the craft for both of the above reports. The purpose of the grid, etc., structure appears to be observational, but perhaps it has other uses. Jim Ward writing in FOCUS (9/30/89) (1); stated that experimental microwave planes tested so far, all have a waffle-like or grid system on their underside.

Fairlawn, New Jersey, January 6, 1983. Jeffrey Ferrazzano reported sighting an unusual triangular-shaped craft between 10:15 p.m. and 12:10 a.m. that had a WWII aircraft sound.

The object was grayish colored and was about 30 feet long. The understructure of the craft was reported to have indentations that were 10 feet wide. The object hovered at approximately 200 feet in altitude at it's closest approach to the witness. It had 6-7 red and white flashing lights located on it's top and along it's edges (See Figure 3). It flew about 25 mph, except when leaving, then "very fast".

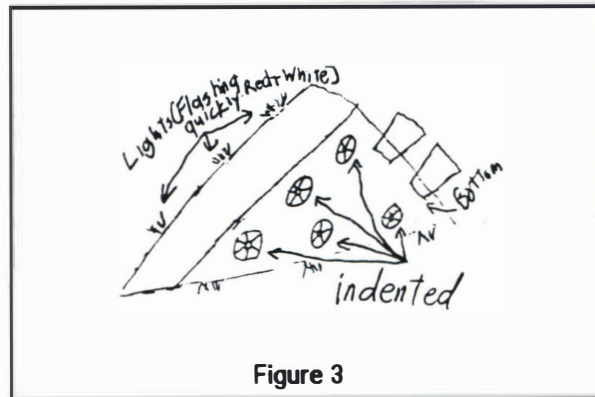


Figure 3

Fairlawn, New Jersey, January 6, 1983

Phillip Imbrogno, et al, in their book, *Night Siege, The Hudson Valley UFO Sightings* (2), relates a UFO sighting by twelve security officers that occurred on the night of July 24, 1984, at the Indian Point nuclear reactor complex at Buchanan, New York (located on the Hudson River just south of Peekskill not far from New Jersey). The UFO hovered less than 300 feet above the Indian Point exhaust tower of Reactor Number Three for more than ten minutes. Regarding the object, one of the officers said, "There was this series of lights in the shape of a boomerang, and behind it was this dark structure, and there were these two things on the bottom that looked like hollow spheres of some sort. They looked like portals that could open up and rockets or something could fly out of these." The description of the understructure by the witnesses, and the "indentations" seen, are similar to that reported in the 1983 Fairlawn case.

AEREON CORPORATION

Aereon, a private aircraft development company, but now mostly U.S. government funded, and based in New Jersey, could be responsible for much of the locally generated deltoid-shaped UFO reports. Aereon was established in 1959, and in 1971 successfully flew their first innovative craft, Aereon 26 which was called an "Aerobody" not an airplane (See figure 4). The flight took place at the National Aviation Facilities Experimental Center (NAFEC) in Pomona, New Jersey.

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John McPhee in his book, *The Deltoid Pumpkinseed* (3), points out that the modern Aereon Company was named by its founder, the Reverend Monroe Drew, a Presbyterian Minister. Reverend Drew used the name to follow in the spirit of one of the first airship inventors, Dr. Solmon Andrews. On September 8, 1863, Dr. Andrews, the Mayor of Perth Amboy, New Jersey, flew a dirigible airship that he built. Dr. Andrews called his new company Aereon, representing the beginning of a "New Age" for man. Reverend Drew envisioned Aereon building massive, helium-head airships called "Faithships" for Christian missionary work. The ships representing the Christian religious message, would also serve the multi-role of delivering food, medicine and other supplies.

Aereon's goals as a company changed over the years as the leadership changed. Since 1967, under it's present president, Reverend William Miller (also a Presbyterian Minister), the goals of Aereon are more related to those of the Military-Industrial-Complex. Today, Aereon is presently under government contract developing a flying "Platform" for surveillance purposes. The craft could enclose a AWACS-type radar system that could pick out Cruise missiles, etc., flying under conventional radar close to the ground level.

McPhee in his book describes Aereon as a low-key secretive company, but even as early as 1977, Mongolia knew of the company's goals. The photocopy (Figure 4) of a Mongolian post-age stamp attests to this fact.



Figure 4

EDITOR'S NOTE: The above stamp was issued in 1977 by Mongolia as part of commemorative set of 7 stamps depicting dirigibles. (Scott #'s C 93-9) Surprisingly of the 7 stamps issued only two were not of soviet design. Aereon's and the Montgolfiere's balloon of October 21, 1783.

Distinct similarities in aircraft design are apparent in Aereon prototypes (See Aereon patents, Figures 5 and 6) compared to UFO reports made by ground observers and recently to Stealth aircraft, such as the now defunct U.S. Navy's A-12. (Figure 7).

United States Patent
Kukon et al.

(19) **3,684,217**
(45) **Aug. 15, 1972**

[54] AIRCRAFT
[72] Inventor: John P. Kukon, W. Trenton, N.J.;
 William F. Putman, Staten Island, N.Y.
[73] Assignee: Aereon Corporation, Princeton, N.J.
[22] Filed: Sept. 30, 1970
[21] Appl. No.: 78,696
[52] U.S. Cl.: 344/36
[51] Int. Cl.: B64c 1/08, B64c 3/02
[58] Field of Search: 344/36, 43, 49, 46, 47, 34, 344/35, 25
[56] References Cited:
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 1,981,700 11/1934 Hoffman 344/35 R
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3,152,775 10/1964 Boyd 344/34 R X
Primary Examiner: Milton Buchler
Assistant Examiner: Carl A. Rutledge
Attorney: Smith, Harding, Bailey & Follmer

[57] ABSTRACT
 Stability of a delta-shaped lifting body is improved by compensating for excessive rolling moment due to sidslip that results from high sweep angle. The compensation is achieved by providing outboard surfaces disposed at negative dihedral angles or by shaping the lifting body itself so that there exists an effective negative dihedral. Where outboard surfaces are used, they can be swept forward to decrease the rate of change of dihedral effect with respect to angle of attack, and to produce the additional advantage of greater ground clearance at high angles of attack.

5 Claims, 3 Drawing Figures

3,684,217

PATENTED 16 SEP 1972

SHEET 1 OF 2

FIG. 1.

FIG. 2.

FIG. 3.

INVENTORS
 JOHN P. KUKON &
 WILLIAM F. PUTMAN
 BY
 Smith, Harding, Bailey & Follmer
 ATTORNEYS

Figure 5

The Aereon Corporation filed for patent on September 30, 1970. A patent was granted on August 15, 1972. In the abstract it is described as "a delta shaped lifting body".

continued on next page

"unusual aerial phenomena" continued from page 5

United States Patent [19] **4,149,688**
Miller, Jr. [45] **Apr. 17, 1979**

[54] LIFTING BODY AIRCRAFT FOR V/STOL SERVICE

[75] Inventor: William McE. Miller, Jr., Princeton, N.J.

[73] Assignor: Aereon Corporation, Princeton, N.J.

[21] Appl. No.: 728,688

[22] Filed: Oct. 1, 1976

[51] Int. Cl.² B64C 21/00

[52] U.S. Cl. 244/12.4; 244/25; 244/36; 244/34

[58] Field of Search 244/12.1, 12.4, 42 CC; 244/34, 35, 36, 66, 65, 13, 15, 87, 25, 7 R

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McE. Miller et al., "The Lifting Body Airship", *Canadian Aero and Space Journal*, pp. 23-29, Jan. 1976. Document, U.S. Patent Serial No. 245,721, 7-1943.

Primary Examiner—Oscar L. Burdick
 Attorney, Agent, or Firm—George A. Smith, Jr.

[57] ABSTRACT

An exceptionally high augmentation of aerodynamic lift for a given amount of power in STOL operation of a V/STOL aircraft is achieved by combining the unique features of a lifting body with those of a "jet flap". I.e. an aerodynamic mechanism in which a diffuser is directed over a deflected flap. Specifically, a movable flap is located on the trailing edge of the lifting body, and a tiltable propeller, which propels the aircraft in the normal manner in cruising, may be tilted, in low-speed flight, in order to direct air toward the leading edge of the flap and over the upper surface thereof. The movement of a large mass of air at a higher velocity over the upper surface of the flap enhances the air flow over the flap in an attached condition, and entrains and energizes the lower-velocity boundary layer on the airfoil forward of the flap, thereby producing an augmentation in lift. The lifting body lends itself especially to lift augmentation in that, for a given lifting surface area, the low aspect ratio of the lifting body gives rise to a much greater lift augmentation than would be afforded by a high aspect ratio surface.

8 Claims, 3 Drawing Figures

U.S. Patent Apr. 17, 1979 4,149,688

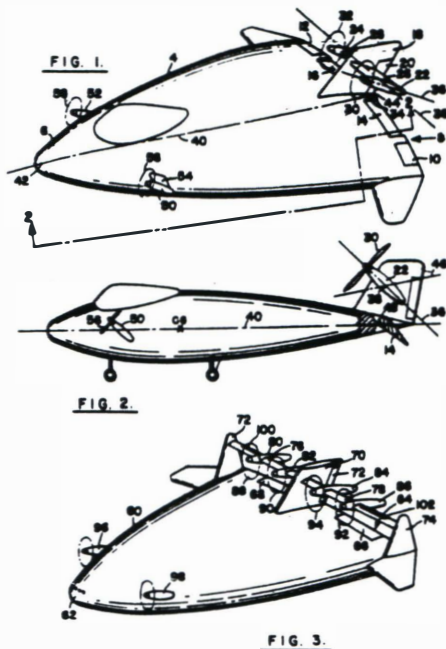


Figure 6

The Aereon Corporation filed for patent on October 1, 1976. A patent was issued on April 17, 1979. This craft was described as a "lifting body aircraft for V/Stol service".

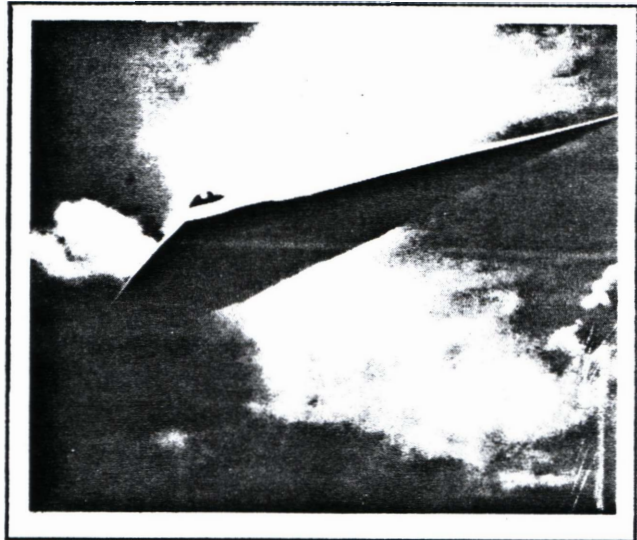


Figure 7

The aborted U.S. Navy A-12 "Stealth Avenger" attack bomber (McDonnell Douglas)

The Aereon 26 was powered by a four-horse horse McCullough motor. Larger prototypes were to include helium gas bags for lift and mobility. Additionally, the Aereon patents indicate the use of turboprops as a propulsion system. Some UFO researchers claim the boomerang, triangular-shaped UFOs to be powered by nuclear reactors, anti-matter/gravity, electromagnetic or some other more exotic power source, but the truth may be more simpler than one can imagine.

CONCLUSIONS

The above UFO reports indicate a man-made device as an explanation. Never the less, many UFO reports, after thorough investigation, remain unexplained. It is this residue of unexplained reports that UFO research must focus on to ascertain its substance and purpose.

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3. McPhee, John. *The Deltoid Pumpkinseed* (New York: Ballantine Books, 1976). Earlier the text of this book appeared in The New Yorker Magazine in 1973.



AN INSIDE VIEW....

By Joseph J. Stefula

THE 1991 MUFON INTERANTIONAL UFO SYMPOSIUM JULY 5,6 & 7

This was the first time that I have attended a MUFON symposium. I arrived at the Hyatt Regency O'Hare Hotel in Chicago around noon on Friday, July 5th. After registration and check-in, I proceeded to the hotel bar for a beer. I found that I was the lone customer being served by a friendly bartender. When asked if he expected a big crowd this evening, he said, "A UFO convention is here this weekend, but the staff had been briefed not to make fun of them or say anything that would upset the nuts." I told him I was attending that convention. With embarrassment showing on his face he apologized for the slip and returned to keeping busy. The Hyatt location was perfect for the symposium. Close to the airport with transportation into downtown Chicago available by subway train.

Day One. The symposium began on Saturday, July 6th, numerous speakers gave one hour presentations on a variety of subjects. Dennis Stacy and Michael Forrest gave an overview of 1990 crop circles. Color changes in soil samples taken from inside the circles indicate that some type of plasma was involved. Zechariah Sitchin author of THE 12TH PLANET (among others), spoke on how we should look to the Bible and ancient civilizations for explanations of UFOs. Dr. Michael D. Swords in his speech "The Case for ETs" presented scientific evidence that ETs are similar in shape and design to people because that natural "selection" of shape is best suited for survival on earth like planets. Linda Moulton Howe and Dr. John A. Altschuler presented evidence that the instrument used in mutilations is some type of laser device that generates heat at the 300 degree Fahrenheit range or higher.

Slides of tissue samples prove the heat was applied to the region where flesh was removed. The mutilations are still occurring to this date. (NOTE: Howe indicated that cattle were being breed at Princeton University as a source of replacement blood for humans. Genetically engineered pigs are being raised, not cattle.) Dr. Stanton T. Friedman, Glen Davis and Gerald Anderson identified a "red haired" Captain as being involved in an effort to keep Roswell secret. Stanton identified the officer as Captain Armstrong. Dr. Winfred Buskirk was identified as the leader of an Archaeology team that showed up at the 1947 site near the Plains of St. Agustin. Stanton indicated that two different saucers crashed, one near the debris field on Brazel's ranch and the other near the Plains of St. Agustin, several hundred miles away. (NOTE: It's hard to believe that two different sites and saucers are involved.)

I attended all the presentations except for Mr. Colin Andrew's "English Crop Circles". I spent that hour talking in the hallway to Mr. Phil Klass. Mr. Klass is sending all his research files to the American Philanthropic Library in Philadelphia. All researchers will have

access to those files. One UFO researcher has asked that his correspondence with Mr. Klass be destroyed because of some unusual frank comments contained in them concerning other ufo researchers. We discussed the Roswell case. Klass's main point being, that if an alien craft and aliens were discovered in July 1947, than why didn't the Government initiate some type of big defense program to detect other craft and develop weapons to destroy them. The Government would have to assume the aliens were unfriendly. Klass indicated that he has spoken to former high ranking government officials that tasked the defense industry to come up with defensive measures to counter the Soviet threat in late 1948. U.S. intelligence learned that the soviets were building copies of U.S. B-29 bombers and nuclear weapons. The top defense contractors (G.E., Westinghouse, etc.) were called to a meeting at the Pentagon and briefed on the intelligence. This resulted in the U.S. establishing radar defenses like the Dew Line, Pinetree Line, etc. A defense effort was made when the U.S. Government determined that the Russians could place nuclear armed satellites in low earth orbit in the late 1950s. The Navy researched and developed the Space Surveillance System located across the southern U.S. to keep track of all objects in orbit over the U.S. (NOTE: That radar fence is two miles thick and extends out 10,000 miles from the surface of the earth.) I asked Klass about those former military personnel who refuse to answer questions about the incident because of secrecy oaths taken by them. If it was a balloon, why the big deal about the details? Klass indicated that he had raised the same point with Don Schmitt. Klass indicated that Don or someone else and contact with the staff of the Vice President or Mr. Quale, himself. Klass offered to write Mrs. William Lear, a close Ford friend, to arrange a meeting. I suggested that the DOD be contacted and asked to release the witnesses from their oaths so they could tell their story. If DOD refuses then you can ask why the cover-up about a downed weather balloon.

Day two started with a thunderstorm that knocked out power to the hotel from 6:30 a.m. until 3:30 p.m. The heat and humidity were unbelievable. When the power came back on, Bruce S. Maacabee discussed the Gulf Breeze photos. He indicated that sightings of small red or other colored dots of light from independent witnesses give creditability and support to Ed Walters's sightings and photos. Bruce stated that Tommie Smith was lying about faking photos with Ed Walters and that other researchers didn't have all their facts together. (NOTE: After 14 years as a criminal investigator, I have never heard a victim have such an experience and not report the incident to the police (911) or neighbors or family members. He didn't act like a victim after the first contact in 1988.) I missed Mike Chorost on "Cereology", C.B. Scott Jones on "Government UFO Connections", Dr. David Jacobs on "What We Believe In Abduction Accounts?" and Gene M. Phillips on "Ancient Astronauts". The speakers' question and answer panel was canceled. Several speakers were going to continue into the evening. I departed late Sunday afternoon.

If one forgets the lost four hours due to the electrical storm, one could say the conference was a success. I met a number of researchers that I have only known through their writings. All things considered, I felt it was worth the trip. Several thanks to Illinois MUFON's members for making it so.

Triangular Recon Aircraft May Be Supporting F-117A

WILLIAM B. SCOTT/LANCASTER, CALIF.

The U. S. Air Force is believed to be operating several highly classified triangular-shaped stealth aircraft with its Lockheed F-117A fighters, to provide real-time reconnaissance imagery.

The single-pilot aircraft also could eventually support B-2 bomber missions in a similar manner, possibly augmenting other systems in locating and attacking mobile strategic missiles.

About 25-30 of the special reconnaissance aircraft—designated the TR-3A "Black Manta"—could be placed in service eventually, based at Holloman AFB, N. M., and Tonapah, Nev. Initial TR-3As are collocated with F-117As, although housed separately in larger hangars.

Several TR-3As are believed to have been deployed temporarily to Alaska, Britain, Panama and Okinawa. More recently, they are believed to have supported F-117A operations in the Persian Gulf war.

The aircraft is designed to collect and transmit near-real-time digital photo data for immediate tactical applications. With a range of more than 3,000 naut. mi. and the ability to operate at both low and high altitudes, the TR-3A is a stealthy, versatile reconnaissance plat-

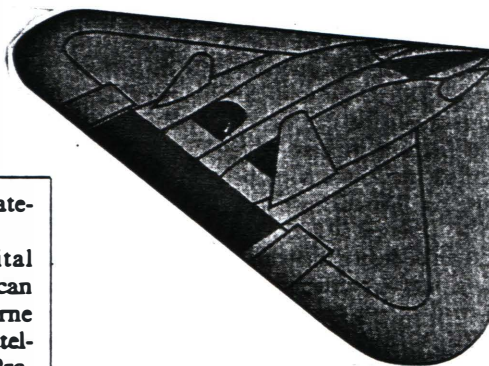
form capable of both tactical and strategic duties.

By employing sophisticated digital transmission techniques, the TR-3A can relay time-critical data through airborne Lockheed TR-1 aircraft or military satellites such as the Defense Support Program spacecraft. Consequently, electro-optical data reach end-users in minutes rather than the hours required today with systems that rely on photographic film.

The need for more timely reconnaissance data has prompted developments of new real-time systems for the RF-16 such as the Advanced Tactical Airborne Reconnaissance System, or ATARS (AW&ST Apr. 22, p. 78).

During Desert Storm, TR-3A data might have been limited to F-117A support only, possibly for intelligence security reasons. Allied Central Command officers acknowledged that obtaining adequate reconnaissance information was a definite weak link in the air campaign.

At one point, Saudi Arabian air force Northrop RF-5s were requested to augment USAF RF-4C operations. This implied that TR-3A data were not distributed widely for use by other than F-117A forces.



TR-3A, based on the Northrop THAP, is believed to be a stealthy, triangular vehicle about 42 ft. long and 14 ft. high with a 60-85-ft. wingspan. The reconnaissance aircraft reportedly has a range of more than 3,000 naut. mi.

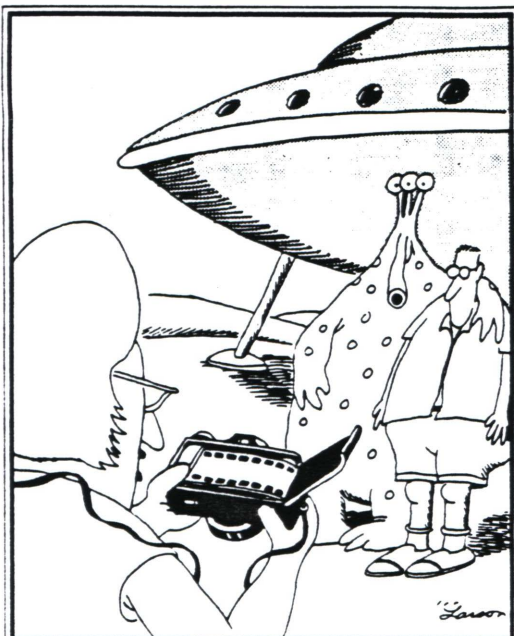
Some industry experts believe the Air Force intends to use TR-3As with the B-2, possibly to bolster the bomber's effectiveness against relocatable targets such as strategic missiles. Critics of the B-2 have repeatedly seized upon this apparent deficiency as partial justification for canceling the next-generation strategic bomber program or severely limiting its production run.

For years it has been suspected that a closely held aircraft such as a TR-3A existed, although its designation and mission were unclear. The classified reconnaissance aircraft has been observed flying at night with multiple F-117As near Edwards AFB, Calif., since 1989. A

The Chronicle would like to thank subscriber, Jerry Ciparis of Monmouth Junction, New Jersey, for clipping and forwarding the above article by William B. Scott. This article appeared in the June 10, 1989 edition of Aviation Week & Space Technology.

1971

THE
LIGHTER
SIDE
OF
UFOLOGY



"Yes, yes, already, Warren! ... There IS film in the camera!"

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INVESTIGATIVE REPORTS

Editor's Note: The following is a continuation of last month's article "Helicopter Crash" in Salem, New Jersey. Mike Talpas, Richard Butler and Bob Durant, along with other investigators of the southern section of New Jersey's MUFON organization continue to investigate this unusual event.

THE ALLOWAYS CREEK INCIDENT

By Michael Talpas III

On Sunday April 21, 1991 something strange happened in Lower Alloways Creek Township, Salem County, New Jersey. At approximately 10:18 p.m. Eastern Daylight Savings Time (EDST) several witnesses reported seeing what appeared to be a helicopter in distress. While it seemed to be hovering approximately 1/4 mile away, flames and sparks were seen to be shooting out of the sides of the object. A bright light was shining on the front of the object. What follows is a written record of notes taken during telephone conversations with authorities together with notes taken while visiting the area of the incident. It is left up to the reader of this report to draw his own conclusions regarding what happened that evening.

THE MEDIA

The following is a transcript of the audio portion of two television news broadcasts telecast on April 22, 1991.

*KYW Television, Channel 3, Philadelphia, Pennsylvania
Reporter: Steve Bell
Time: 5:30 p.m. E.D.S.T.*

There's mystery in a south Jersey marshland tonight where search teams have been looking in vain for a downed helicopter. The search began last night when residents in Lower Alloways Creek reported seeing a chopper fall from the sky in a ball of flames. In the air and on the ground dozens of volunteer firefighters searched for some signs of the helicopter, but so far they found nothing. Officials say no helicopter is reported missing. Eyewitnesses insist they're not crazy. (Witness) "I looked out the window and I was watching...and I seen it started flaming like a lot worse...and it was like a ball of flame...and it just like fell down straight to the ground. I was starting to think that they were going to think I was crazy after they couldn't find nothing cause I guess they still haven't found anything.".....and at Six o'clock, Malcolm Poindexter takes us to the scene with more than the phantom helicopter.

Editors Note: The witnesses do not wish to have anymore publicity, therefore the CHRONICLE shall use the synonyms "Susan Howe", "Betty Winslow" and "Sunshine" Realty in the following news interview.

*KYW Television, Channel 3, Philadelphia, Pennsylvania
Reporters: Steve Bell and Malcolm Poindexter
Time: 6:00 p.m. E.D.S.T.*

We have a story about a helicopter crash. The problem is there's no sign of wreckage in the area. This strange story began in Lower Alloways Creek Township last night. Channel 3's Malcolm Poindexter has details.

Poindexter: There are few surprises on Susan Howe's job at Sunshine Realty in Woodstown, New Jersey. Not so in her personal life.

Susan Howe: It appeared to be a helicopter over the woods.

Poindexter: Susan says a mysterious copter lit up the sky outside of her Alloways Creek home last night with sparks and smoke belching from either side of the aircraft.

Howe: Hovering and it didn't really move but it had this bright light on it. All of a sudden the flames started shooting out like the right hand side even worse and it was like a ball of fire and then it just fell.

Poindexter: Susan's neighbor, Betty Winslow, said she saw the chipper too, hovering, spitting fire then dropping quietly to the ground. Betty bristled at the suggestion that it might have been a meteor.

Winslow: Like meteors do not hover in the air and then fall. It was a helicopter and I'd be willing to lay my life on it.

Poindexter: Within minutes of the sightings last night, an air, land and water search was launched but it failed to turn up the mystery aircraft. Another search was launched at dawn. Again not a trace. Attention now focuses on Alloways Creek which is ten to fifteen feet deep at high tide.

Captain Calvin Hill, Lower Alloways Creek Fire Department: It is a possibility that the wreckage could be hid but we should be able to have...something floating in the water.

Poindexter: Lower Alloways Creek and Township failed to yield a clue and nearby airports report no missing aircraft. Witnesses stick by their stories and investigators are baffled. Malcolm Poindexter, Channel 3, Eyewitness News.

THE GOVERNMENT

The following are telephone interview notes taken by Michael Talpas III, lead MUFON investigator on this case.

Notes taken during a telephone conversation between Talpas and Staff Duty Officer, United States Army, Fort Dix, New Jersey.

*Date: April 22, 1991
Time: 7:00 p.m. E.D.S.T. (approx)*

Talpas: I would like to know if an Army helicopter was involved last night in that crash in Salem County?

Talpas comment: Said he would check...I could hear him talking to people in the background with the phone muffled...he returns and says:

continued on page 8

"Investigative Reports continued from page 9"

Duty Officer: We don't have any information whether it was a military aircraft or not.

Talpas: I asked if he was aware of the alleged crash. He said he had watched the news on TV and that's about all we know.

Notes taken during telephone conversation between Talpas and The Command Post, United States Air Force, McGuire Air Force Base, New Jersey.

Talpas: I asked if they happened to know if a military craft crashed last night down in Salem County.

USAF: No, there wasn't any. Not from McGuire.

Talpas: I asked if he had any idea what it was.

USAF: They said "no idea".

Notes taken during telephone conversation between Talpas and The New Jersey State Police, Woodstown, New Jersey.

I spoke to Sergeant Little and asked him if the State Police investigated the alleged crash last night of a helicopter in Lower Alloways Creek Township. I was told by Sgt. Little that State Police personnel only assisted in the search efforts. I was advised to contact Lower Alloways Creek Township Police Department since they were responsible for the investigation.

Notes taken during telephone conversation between Talpas and Patrolman Michael Bernard, Lower Alloways Creek Township Police Department, New Jersey.

I asked what time the incident took place. Officer Bernard stated their office received a call at 10:18 p.m. E.D.S.T. He stated that the person who called in lives on Beasley Neck Road. I asked how long the object was visible in the sky. He said long enough for the first witness to call her niece who lives next door who saw it also. He said the witness did not claim to have noticed any noise involved with the object. He said it looked to be a helicopter and had a lot of flames or sparks coming off it. He said that the witness claimed it appeared to be a chopper since it was flying so low and also hovered. After a while it plummeted and went down. The officer did not know of any military involvement in the investigation. He said that there were three or four different search helicopters in the area today. The officer stated that one was from the Delaware State Police and that it had infrared sensing equipment on it.

I asked Officer Bernard how many witnesses saw it and he stated that there were three. He said there were two in one household including the aunt who first saw it.

I asked what the weather was like at the time and the Officer stated that it was drizzling rain. He also said he was the first responding officer but he did not see anything upon his arrival. He said she was looking northwest toward Delaware City, Delaware. I asked him if the witness knew how far away the object was. He stated that it was back in the woods about 1/4 mile away. He said the witness saw a bright light in front and sparks coming out the side. I mentioned my

interest in UFO's and the officer said that if the first witness said she saw a UFO she probably would have gotten a lot less attention.

Patrolman Bernard said he also heard last night while at the command post that a man on another road heard a crashing sound, but didn't see any lights or anything. He also said that people were also coming home from work at the time of the incident who also saw what appeared to be a low flying aircraft.

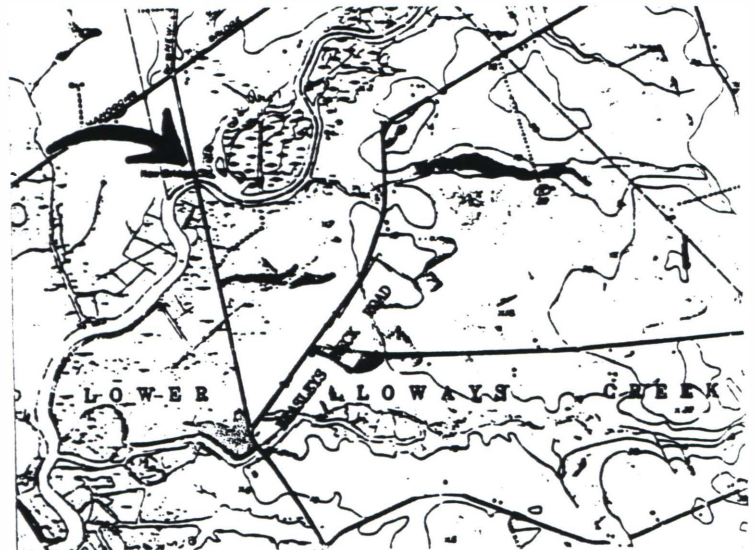
Bernard also stated he called local airports inquiring if any aircraft were missing, including Dover Air Force Base, Delaware. Bernard said the incident occurred about three miles from the Corporate limits of the Public Service Electric and Gas Company's Salem Nuclear Generating Station.

Bernard said he asked all three witnesses if they saw any flashing red tail light characteristic of helicopters and they said no. Bernard said they were probably entranced by what they saw. Bernard said that the Police and Fire Chief gave out a press release on Monday.

SITE INVESTIGATION

On April 23, 1991, at approximately 11:45 p.m. local time, Michael Talpas conducted a motor vehicle tour of the sighting area. The following is a summary of his observations:

The topography of the area is a flat coastal plain about 7 miles from the Delaware River. Ground elevation in the area ranges from sea level to about 20 feet above sea level. The surrounding countryside consists of Alloways Creek, marshland along each side of the creek, meadowland, farm fields, small wooded areas, and residential sites with homes, garages and farm buildings. No high voltage power lines or towers were observed within two miles of the site.



The above map shows the general area of the sighting; Beasley Neck Road (location of the witnesses houses.) The arrow indicates the location of the New Bridge Road where the object was first sighted.

Investigative Reports" continued from page 10

I proceeded southwest onto Hancock's Bridge Road from State Highway Route 49. At the intersection of Hancock's Bridge Road and New Bridge Road I observed a "Bridge Closed Ahead Barrier" across New Bridge Road.

About 1/3 of a mile away I observed the bridge over Alloways Creek. Through binoculars it was illuminated and appeared intact. Later found out from a local police officer that the bridge had been closed for repairs for about a month. I took a detour and ended up at the intersection of New Bridge Road and Beasley Neck Road. According to Lieutenant Pomper, Lower Alloways Creek Township Police Department, the object seen in the sky appeared to the witnesses on Beasley Neck Road to be about over the now closed New Bridge Road bridge over the Alloway Creek.

I saw no aircraft in the immediate vicinity while in the area that night for about one hour. I then drove the length of Beasley Neck Road to Perry Road and then to Route 49. At no time did I observe any fresh new tire tracks or paths off any of the roadways I traveled. There was no off road vehicular activity observed during my site visit.

UFO SIGHTING IN NEWARK, N.J.

This UFO sighting was reported by Channel 41 in New Jersey. On May 16, 1991, in Newark, a 12 year old girl was awakened by a bright light in her room at 3:00 a.m. She walked toward the window at the light. She observed a Disc shaped object with colored lights on the side. The object was hovering over a building across the street opposite her house.

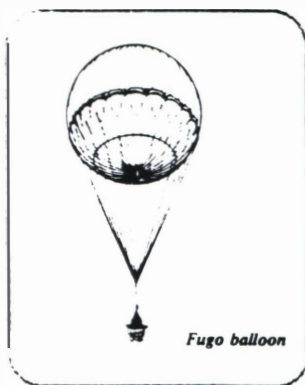
The girl became scared and ran to get her mother. She woke her mother and told her to look at the object outside. The girl's mother looked out the window and saw the UFO hovering over the building across the street. The mother stated she observed (2) objects, a disc shaped object and another ball of light close by.

NOTE: This UFO report was translated into English from Spanish by Mr. JP. The television interview also stated that there were other adult witnesses to this UFO sighting. A phone call was made to the television station to verify the facts presented by Mr. JP, and they are accurate as described.

THE "ROSWELL INCIDENT" - SOME OVERLOOKED PHYSICS?

By A.R. Wagner, M.S.

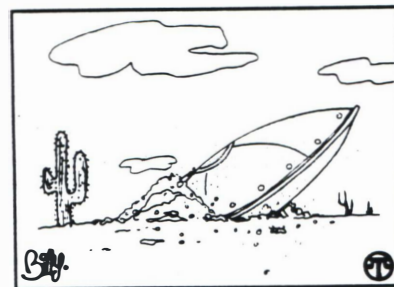
On a high school class trip to Brookhaven National Laboratory on Long Island around 1963, a small group of students including myself were given a demonstration of a process I refer to as "gamma hardening". A piece of wood was sawn off from an ordinary dowel, put into a sealed protective chamber and bombarded with gamma rays. In no more than 5 seconds it emerged as hard as a rock - "petrified", to use the exact word of the demonstrator. I never forgot this effect but have not been able to locate any information about it in the readily available scientific literature, either.



In December 1956, GravityRand Ltd., of London, England published a report entitled *The Gravitics Situation*. This report is reprinted in *The Cosmic Conspiracy* by Stan Deyo (West Australian Texas Trading, 1978). Appendix II of the report deals

with a study by one Professor F. Mozer on the existence and interaction of positive and negative masses according to quantum mechanics. Noting that the problem of creating gravitationally neutral bodies is one of obtaining a source of negative mass quanta, Mozer says that this might be done by shining a sufficiently energetic beam of gamma rays on a posimass body. If such ideas have validity, this may be a part of some flying saucer propulsion systems and perhaps involved in this case.

If a flying saucer had an explosive interaction with a balloon over the New Mexico desert in early July 1947 - one in which a gamma ray burst anomalously "hardened" the balloon's normal material and in which alien material was also ejected - this would explain all of the facts in this case as I am currently familiar with them. That is, of course, if it should turn out that John Keel's characterization of the material discovered on the Brazel ranch is not itself sufficient for a complete explanation (see: *The Fugo Balloons* by John Keel: *FATE Magazine*, March 1990, pp. 19-32).



It is also possible that the dull gray foil-like material which was bendable but not creaseable was an iron-nickel or nickel-aluminum "shape memory alloy". This type of material had been developed as early as 1938 by researchers at Harvard and M.I.T. (see: *Shape-Memory Alloys* by L.M. Schelky; *Scientific American*, November 1979, pp. 74-82). If so, whether this stuff was "ours" or "theirs" would have made little difference to the Army Air Force at that time. It's classification would have been Top Secret or above.

NATIONAL SIGHTING RESEARCH CENTER



— UPDATE —

By Paul Ferrughelli

CLOSE ENCOUNTER UFO
DATA ANALYSIS (CE-1 & CE-2)

BACKGROUND

Some of the most informative and fact revealing data in a UFO Sighting Data Base are the CE-1 and CE-2 close encounter reports. Since these sightings are at a close distance from the witnesses, they offer high quality observational data. Unlike the Nocturnal Light and Daylight Disc sightings, close encounter reports include less perception distortion from the witnesses.

The following analysis will summarize close encounter characteristics and compare them to other ufo sightings. A correlation analysis along with scatter plots of Close Encounter Data and Deltoid sightings will be analyzed.

The data for this study was obtained from the 1986-1990 NSRC data base of 950 UFO reports. Close encounter reports for that period totaled 204 or 22 %; of that grouping, 147 were CE-1 and 57 were CE-2.

CHARACTERISTICS

PEAK YEARS....It can be observed by the graph above (Figure 1) that both 1988 and 1989 were peak years, with 61 CE's being reported each year. In 1990 there was a sharp decline in CE reports which continues eventoday. As of July 1991, the frequency of these close encounter reports remains very low. The states with the most CE's reported were: Indiana (48), Florida (31), Pennsylvania (17) and Michigan (15).

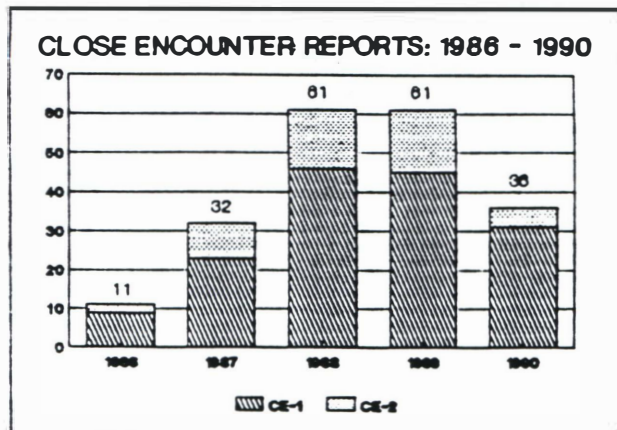


Figure 1

PEAK MONTHS....Over the five year period of 1986-90, January and October are the peak months for CE reports, with June being the lull month. (Figure 2) An interesting correlation is that this pattern is EXACTLY the same for Deltoid shaped UFOs reported for the same period.

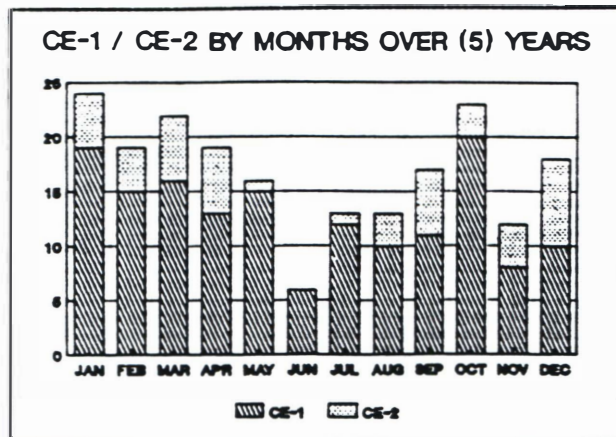


Figure 2

DURATION OF....The Modal or peak duration times of CE's reported are between 3 to 9 minutes, once again the same as the Deltoid reports. (Figure 3) An interesting note, is the small number of CE sightings with a duration of 1-9 seconds as compared to other UFO reports. This is significant in that it helps to eliminate the possibility of fireballs, meteors, and other natural phenomena which are very short in duration.

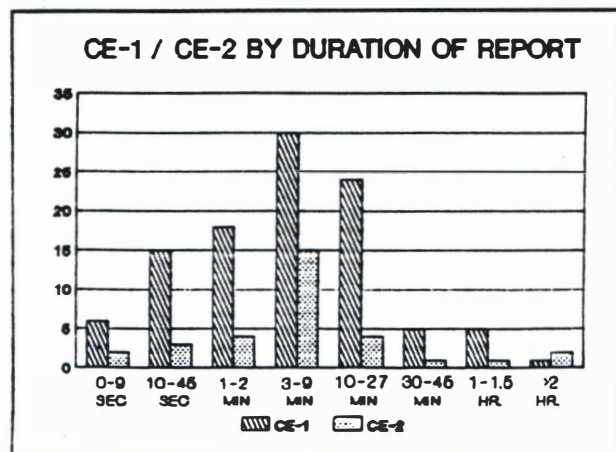


Figure 3

TIME OF DAY....The peak time of day for CE reports is between 9-10 p.m. (Figure 4) Note the overall activity of CE events during the late night hours and the smaller peaks at 11 p.m. and 3 a.m. There is little activity during the daytime hours 7 a.m. to 2 p.m.

SHAPES....Figure 5, illustrates the various shapes of the UFO during the CE sighting. The most popular shape observed is the Disc/Round/Sphere shaped object. The second most described is NOT a defined shape, but is described as an OBJECT, CRAFT or VEHICLE.

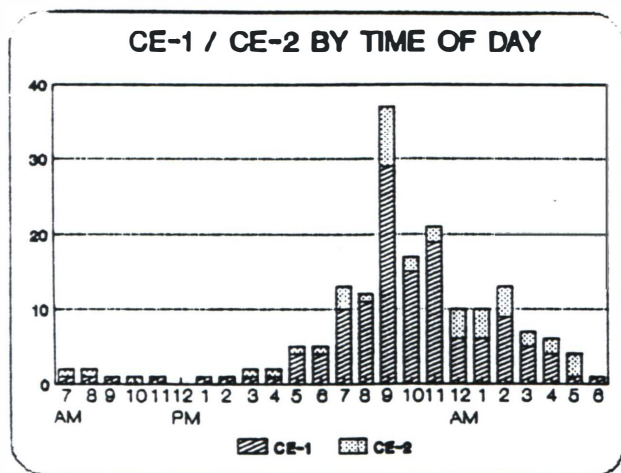


Figure 4

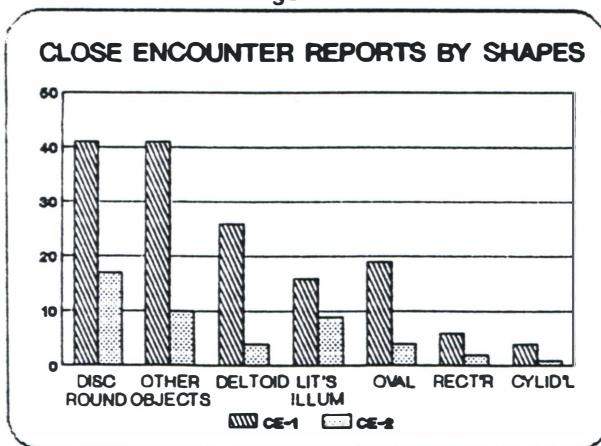


Figure 5

CORRELATION ANALYSIS / SCATTER PLOTS

(Refer to Figures 6 & 7)

Figure 6 displays the scatter plot for Close Encounter Sightings as a function of general UFO reports. The Correlation Coefficient for the Figure 6 data is .410, the T-test value (p) is .001. The low value of (p) implies the data has a significant linear trend, where the Correlation value is still somewhat weak.

In figure 7, the Correlation Coefficient where Deltoids are a function of the Close Encounter reports is .542, the T-test value (p) is .000. In BOTH cases we have values that imply a STRONG TREND in the data. What is important here is the strong trend in the Deltoid sightings along with CE reports. It may suggest BOTH are from the SAME general source.

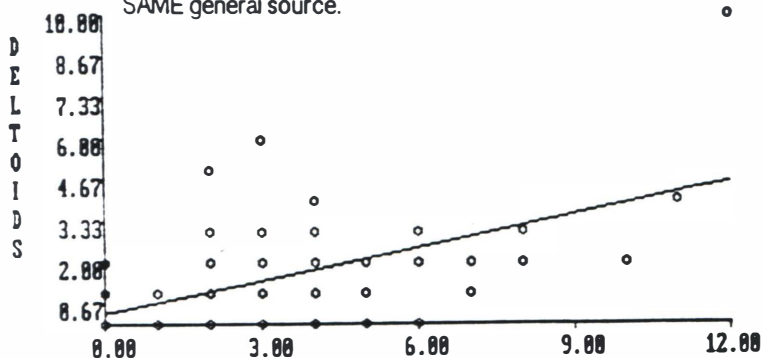


Figure 6

NOTE: The computer program analyzing the data also computes the *T-Test* for significance of slope, if the *P* value is less than .05 the linear relationship is strong. The *T-Test* value of the Deltoid data set is .007, and the low value of *P* indicates a strong relationship. The low value of *P* does NOT imply a cause/effect relationship, only a strong significance of slope.

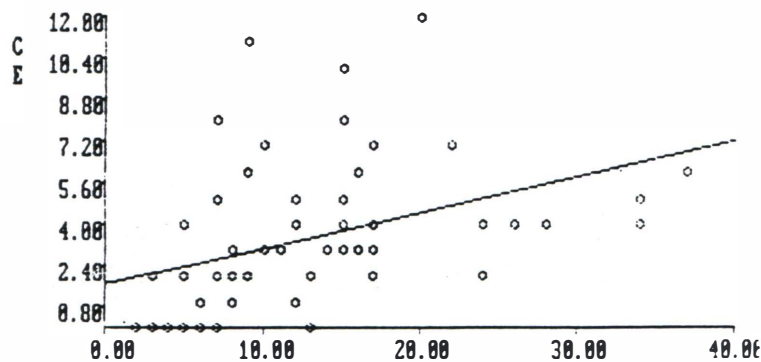


Figure 7

STATISTICAL SUMMARY

Percent (%) of total reports.

Peak Years.....1988 (30.3%), 1989 (30.3%)
 Peak Months.....January (12%), October (11.4%)
 Lull Month.....June (3%)
 Peak Day of Week.....Wednesday (18.2%)
 Lull Day of Week.....Tuesday & Saturday (12.3%)
 Peak Time of Day.....Between 9-10 pm (21.3%)
 Peak Grouped Hours.....Between 9 pm - 1 am (49%)
 Lull Grouped Hours.....Between 7 am - 3 pm (5%)
 Reports with sound.....23.4% of total
 Multiple Witness.....58% of total
 Mean Sighting Duration.....12.3 minutes per sighting
 Visibility Reference.....89% during night time

CONCLUSION

What this study is showing us is the possibility of Close Encounters and Deltoids occurring at the same points in time (year, month, day, etc.) From a previous study (*NEW JERSEY CHRONICLE, Vol. 1, Num. 5, May/June*) it was determined that 32% of Deltoid sightings were Close Encounter Reports with only 15% of the Close Encounter Reports were Deltoids (an unusual relationship). Overall, the Close Encounters and Deltoids appear to be on track together, a unique statistic is that few CE cases involve Deltoids. The strong trends in both sets of sighting data may suggest these UFO sightings belong to the same overall general phenomena.

TO BE CONTINUED.....

UPCOMING UFO CONFERENCES

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Mr. Stanton T. Friedman
Mr. Peter R. Geremia
Mrs. Betty Hill
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Registration

\$55.00

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