

Andrew V. Armrose

126th AAA (anti-aircraft
artillery) battalion

U.S. Army

Spring 1944

194 SPRING
RADAR

Box 62
Manorville, Pa.
Sept. 8, 1964

N.I.C.A.P.
Washington, D. C.

Dear Sirs:

I was a very interested listener to a program called "Contact" on a local radio station last night, since it dealt with U. F. O.'s and sightings of same. During World War II I was a radar operator with the the 126th A.A.A. Gun Battalion and our mission was primarily tracking V-1's in England, Belgium, France, and Germany so I spent quite a bit of time on the oscilloscope picking up targets and tracking on the range scope. Especially during the spring and early summer of 1945 in Belgium,

I had frequently picked up a target on the radar screen which appeared to be a conventional aircraft but which upon being tracked would accelerate to a fantastic speed which made it impossible ~~to~~ to set a rate on and even more difficult to identify so we referred to them as "ghosts", at the time, I supposed it to be something climatic or electrical in nature but evidently with recent findings it now occurs to me that these may have indeed been in line with what the N.I.C.A.P. is investigating.

Since I have always been puzzled by the occurrence of these sightings I have personally made by radar, I am very interested in the subject.

W-111
SA - 45
Spring - 64

I would appreciate it very much if you would send me your latest N.I.C.A.P. report as I would like to learn more of these observations.

The information above is probably repetitions to you since I understand that numerous such reports are on record. However, if whatever I have stated is of any value (in the sense that is one other witness to U. F. O. sightings), I appreciate the opportunity to add to the investigation of the subject.

Sincerely yours,
Andrew V. Gurnore

Box 62

Manowille, Pa

Our radar was a SCR-584 and we were a 90 mm outfit.

Transcript

1944 SPRING

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Washington, D.C.

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Andrew V. Armrose
Box 62
Manorville, PA

Our radar was a SCR-584 and we were a 90mm outlet.

William J. Martin

June or July 1944

U.S. Navy

ENIWETAK,
(IN FLIGHT)

JK

3024 1797

6-44
OR
7-44
DAY

36 Lakemire Terr.
Sparta, N.J. 07871
11 Feb. 1967

Mr. R. Hall
Asst Dir.
N.I.C.A.P.

FEB 20 1967

Sir:

In response to your letter about our sighting in 1944.

As close as I can recall it was in June, or July, we were on patrol from Eniwetok in a PB47-1 (B-24D) our squadron VB 108 Cmdr. E.C. Respro

My pilot was Lt. F. Ackerman USNR, Co Pilot Eno. Folsom, Crew: F. Mares Aom1, R. Kenesky Aom2, C.G. Van Willigan ARM2, A. Thompson ARM3, Schiefelbein SI(Arm), R. Colberson SI(Arm), D.E. Torsen, Aom2, myself Aom2 and an unidentified extra.

- 2 -

man running some special radar that was installed.

This radar (~~ECM stick~~) picked up a blip, which we tracked to within 1 mile, the only thing in sight on a perfectly clear day was 1 cloud ball which we circled, with the radar still showing a sharp firm blip in the area (cloud). We could see nothing around, over, or under this cloud, whatever was there was motionless inside the cloud, we did not fly into it, neither did we fire into it. The area was NE of Truk, we were flying cover for TF 58

*
NE of Truk
Island

6-44
OR
7-44
DAY

- 3 -

its way to Guam, and
the turkey shoot.

I believe this was
reported in our debriefing
as the radar at that time
was something special, and
the briefing personnel were
very much interested in its
results, it may not have
been ECM, now that I
know what this is, it would
not even be radar. (ECM that is)
joined I will also be joining
your organization. As I told
you in my other letter I am
still flying in the Navy, from
N.A.S. N.Y. in VP 839 a reserve unit.

If I have anything of interest
to report I will be in touch with
you.

Sincerely
Wm. J. Martin

26 Lakeview Terr
Sparta, N.J. 07871

Sir:

(3) 4, 85 -

How can I join
your organization? I
am very interested in VFO's,
and have been since we
chased one back in 1944
in the Pacific.

I am in the Navy Air
Reserve as an A01, and
have been flying Navy since
1943. I am also a private
pilot in civilian life, besides
being a Vocational Instructor.

I hope to hear from
you soon.

Sincerely
Wm. J. Martin

P.S. Aircrewman (Ordnance) on a
SP2E.

Transcript

26 Lakeview Terr.
Sparta, N.J. 07871
11 Feb. 1967

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Asst Dir.
N.I.C.A.P
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I believe this was reported in our debriefing as the radar of that time was something special, and the briefing personnel were very much interested in its results, it may not have been ECM, now that I know what this is, it would not even be radar (ECM that is). (Joined) I will also be joining your organization. As I told you in my other letter, I am still flying in the Navy, from N.A.S. N.Y. in VP839 a reserve unit.

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I hope to hear from you soon.

Sincerely
Wm. J Martin

P.S. Aircrewman (Ordnance) on a SP2E.

February 2, 1967

M
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R
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I
N

Mr. William J. Martin
Sparta, New Jersey 07871

Dear Mr. Martin:

Thank you for your interesting letter concerning a UFO sighting in 1944. Could you possibly send us a detailed statement on this sighting, including, if possible, the names of any of the other crew members? We are very interested in World War II era reports.

I am enclosing some literature about NICAP as you requested.

Sincerely yours,

Richard Hall
Assistant Director

C
O
P
Y

Wayne Thomas Jr.
Group Intelligence
Officer
Summer 1944

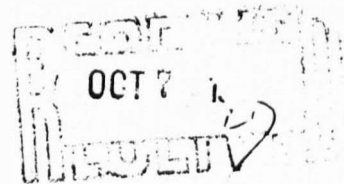
1944
1945

WAYNE THOMAS, JR.

P. O. BOX 831

PLANT CITY, FLORIDA

October 3, 1963



Mr. Richard Hall
NICAP
1536 Connecticut Avenue N. W.
Washington 6, D. C.

Dear Mr. Hall:

Pardon my delay in answering your letter of August 27 requesting information on UFOs seen by B-29 crews during World War II.

I was a group intelligence officer stationed on Tinian, and the cases I recall were all night-time sightings.

These lights, ranging from green to orange and yellow, would approach and move along with the bombers for several minutes at a time before breaking off. The crews were sure they were not reflections on plexiglass, or stars, or the moon.

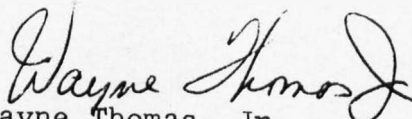
I recall of no case where an aircraft or form was distinguished as such, just the lights.

These "Foo-fighters" were so common, that they were discussed in the various unit publications around the island.

I also remember no discussions about the possibility of space-craft; just strange unidentified lights.

It is hoped that this small bit of fragmentary information may be of help.

Very truly yours,


Wayne Thomas, Jr.

WTJr:v

Alvah M. Reida

August 10, 1944

U.S. Army Air Force

"UFO Sighting From an Aircraft"- Report Form

Case No.: _____

- (A) Primary witness: CAPT ALVAH M. REIDA crew: (P) CP, _____
- (B) Second witness: ? crew: P, (CP) _____
- (C) Third witness: RIGHT-HAND GUNNER crew: _____
- (D) Other witnesses & circumstances: UFOCAT * UFN 11245

Date: 8-10-44
 Time: ~ 0030
 N = _____ observ.

Altitude (ft) 14K
 broken clouds over-
 Weather: cast above
 IFR, VFR
 Comm'l, Private,
alitar
USA, foreign

Reference: Pg 23 The UFO Evidence NICAP. 1964 (NICAP Form)

Flight Details: (Spatial)

- 2° 59' S 105° 00' E BOMB MISSION
- 1. Location (flt. path): Origin: CEYLON Dest. PALEMBANG SUMATRA
 - 1.1 Sighting (initial) location: _____ Final: _____
 - 2. Did A/C change flt. bearing due to sighting? yes, no (if yes, cont. 2.1)
 - 2.1 Orig. bearing: _____ deg. Changed to: _____ deg. Chg to: _____ deg.
 - 3. Altitude at time of sighting: 14 K ft. (Type: Abs., Ind., Press. True)
 - 3.1 Alt. Chg. due to sighting? yes, no (if yes, cont. 3.2)
 - 3.2 A/C ascend, descend
 - 3.3 Rate of 3.2: _____ ft/sec accurate, approx.
 - 4. A/C Attitude: _____
 - 5. Other A/C involv. yes, no (details in 5.1)
 - 5.1 _____

Flight Details: (Temporal)

- 7. IAS: 210 (mph), knots
- 8. Accel: yes, no (if yes, cont. 8.1)
- 8.1 accel: _____ ft/sec accurate, approx.
- 9. TAS: _____ mph, kts.
- 10. GMT: _____ hrs.
- 11. Local Time: ~ 0030 (zone: _____)
- 12. UFO Sighting duration: ~ 8+ (min)

UFO Characteristics: (Only (A))

- 32. Mag. Bearing: _____ deg.
- 33. Vel. _____ mph, kts
- 33.1 vel. (how det.): _____
- 33.2 accel: _____
- 34. Ang. size: 5-6 ft diam
- 34.1 (34. how det) _____
- 35. Luminosity: intense red
M Orange
- 36. Shape (Code:): hale
- 37. Structural Details: _____
- 38. Sketch made? yes no
- 38.1 Photos () obtained?
- 38.2 (38.1 details) _____
- 39. No. UFOs: 1
- 40. Atmosph. traces: _____
- 41. UFO: friendly, hostile, none
- 41.1 (41 details) Remained
~ 500 ind. away at 3'00
- 42. pos disappearance details:
Made abrupt 90° turn up &
accel rapidly put in sight
- 43. Misc. UFO followed
evasive turns by 90° &
2K ft alt. Change

Flight Details: (Aircraft)

- 17. Jet, prop rocket
- 18. Commercial: Airline: ARMY AIR CORP.
- 18.1 Flt. No.: _____
- 18.2 A/C Model: _____
- 18.3 _____
- 19. Window through which UFO first obs.: (A)
- 19.1 Est. visibility of 19: _____
- 19.2 Other windows used: ()
- 19.3 cont. 19.2 ()
- 20. Radar contact: yes, no (if yes, cont. 20.1)
- 20.1 Details: _____

Observer Details:

- 24. Age: (A): _____ (B): _____ (C): _____
- 25. Flt. Hrs. (A): _____ (B): _____ (C): _____
- 26. Med. Certif. (A): _____ (B): _____ (C): _____
- 27. Prev. UFO exper. (A): _____ (B): _____ (C): _____
- 28. Was formal rept. filed on sighting? yes no
- 28.1 (If no, why not?): _____
- 28.2 Rept. Submitted to Whom? Army Air Corp. Intell
- 28.3 Any known follow up: _____

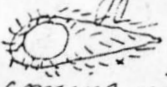
(See over)

Bomber Paced by UFO

(Capt. Alvah M. Reida, during his military flying career, was an Airplane Commander on B-26's, B-24's and E-29's. At the time of the sighting, he was based at Kharagapur, India, in the 468th Bomb Group, 792nd Squadron, XX Bomber Command, All quotes from his report, on file at NICAP).

"I was on a mission from Ceylon, bombing Palembang, Sumatra. The date was August 10, 1944, time shortly after midnight. There were 50 planes on the strike going in on the target at about 2 or 3 minute intervals. My plane was the last one in on the target and the assignment was for us to bomb, then drop photo-flash bombs, attached to parachutes, make a few runs over the target area, photographing damage from the preceding planes. The weather was broken clouds, with an overcast above us. Our altitude was 14,000 feet, indicated air speed about 210 mph.

"While in the general target area we were exposed to sporadic flak fire, but immediately after leaving this area it ceased. At about 20 or 30 minutes later the right gunner and my co-pilot reported a strange object pacing us about 500 yards off the starboard wing. At that distance it appeared as a spherical object, probably 5 or 6 feet in diameter, of a very bright and intense red or orange in color. It seemed to have a halo effect. Something like this:

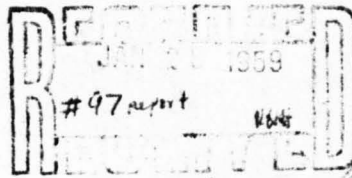
At that distance it appeared as a spherical object, probably 5 or 6 feet in diameter, of a very bright and intense red or orange in color. It seemed to have a halo effect. Something like this  My gunner reported it coming in from about the five o'clock position at our level. It seemed to throb or vibrate constantly. Assuming

"My gunner reported it coming in from about five o'clock position at our level. It seemed to throb or vibrate constantly. Assuming it was some kind of radio controlled object sent to pace us, I went into evasive action, changing direction constantly as much as 90 degrees and altitude about 2000 feet. It followed our every maneuver for about 8 minutes, always holding a position of about 500 yards out and about 2 o'clock in relation to the plane. When it left, it made an abrupt 90 degree turn, up and accelerating rapidly; it disappeared in the overcast."

Capt. Reida added: "During the strike evaluation and interrogation following this mission, I made a detailed report to Intelligence, thinking it was some new type of radio controlled missile or weapon."

Regulating File

1944 Aug 10



8-10-44
26
FOO-RIED
N. Sumatra

Dear Sir:

I'll try to give a brief run-down of the situation leading up to this sighting.

There were 30 B-29's on this mission. The planes left Ceylon at intervals of a few minutes. The first ones went in and mined the river leading to Palembang to trap Tankers moored at the docks. The target was the largest "Gas Cracking" plant in the S. Pacific. My plane was number 50 and I in addition to dropping bombs, had a number of photo flash magnesium bombs that I was to drop, suspended by parachute, then make a few photographic runs over the target.

When we arrived at the target area we made our first run by radar, dropping our regular bombs. The cloud cover was almost solid, probably 2/10 under us and visibility was bad. We circled around and the area below improved in visibility, but was still occasionally obliterated by clouds. The gunners reported the gas-cracking plant was a sea of flame and they could see storage tanks disintegrating one after the other. I took movies of the area, but they didn't come out too well. On and off I was hung up on seven searchlights and would shake loose from them for a few minutes, only to get caught up again.

At this time myself or none of my crew, were familiar with the term flying saucers and after conjecturing and discussing the object we saw, we agreed it must have been some new, probably radio-controlled device the Japs had set up, to track us for anti-craft fire. During interrogation we

reported it, because it was so unusual and as far as an answer from the Interrogating Officers I don't recall one. I think there was a bit of ribbing and joking connected with it, and the fact that we had been flying about 19 hours, so were seeing things.

Life was quite unusual in those days and we had experienced many things in China and India, so ^{we} didn't attach too much importance to it, only that after the war it was one of those experiences that remains with you. Most of them, especially combat actions seem to dim with the years. Of the eleven men in my crew who saw it there are only two of us left. The co-pilot.

Wey M. Fowler 1st Lt. is the only other survivor. He came from some small town in Arkansas and I seem to have lost track of him. He was very seriously disabled and I think probably has been in hospitals since the war.

If I could take the liberty, I will add my opinion.

If there are vehicles from outer space and with the burning of the target area, the tremendous brilliance from the photo-flash bombs, the searchlights, couldn't it have been just possible that they came down to look over the situation?

Sincerely,

Alvah M. Rids

5. Layers of fast moving scud clouds below clear above - we were at about 17,000 to 18,000 feet night time - quite dark - I don't recall if the moon was visible.
9. It appeared tear drop shaped. Seemed to have an aura or corona around it. Seemed to have body or depth to it and appeared to be pulsating, contracting and expanding. At the tail it was discharging fire or some type of exhaust. The colors of flame were most distinctly as burning copper copper would give forth, a bluish green.
10. As far as brightness was concerned, it was quite visible and had sharp definition. In other words it wasn't necessary to scan the sky to find it, all that was necessary to look to starboard and it was there.
12. The right gunner called in over inter-com saying there was an unidentified object at 3:00 o'clock. Said he didn't see it and then it was suddenly there. I went into evasive action assuming it was a Jap plane or some mechanism sent up to pace for anti-aircraft fire. Whichever altitude or direction I assumed it stayed with us at 3:00 o'clock position. When it left it just went straight up and was gone.
14. Our airspeed was about 220-240 mph there was wind, but can't recall the direction.

20. Distance at night is deceiving, but we...
didn't fire at it realizing it was out of gun
range which was 1500 yards. I would
be hazarding a guess in saying it was
probably 3-5000 yards away and appeared
to be about the size of a small automobile.
25. There were no other planes in the area that
I knew of.

Alvin M. Keida
Box 816 Palmer School Chicago
Davenport, Iowa

250 "Foo-fighter" report 234



Transcript

January 26, 1959

Dear Sir:

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25. There were no other planes in the area that I knew of.

Alvah M.Reida
Box 816. Palmer School Chiropractic
Davenport, Iowa

Stuart Burdick

September 1944

June 1977

(N 9) - ? - 44
Sept

MISSION OVER BURMA

Around September 1944 I was flying in the right seat of a B-25 bomber, the lead plane in a flight of three in vee formation, starting out on a bombing mission over northern Burma. We were based in Assam and had to cross small mountains known as the Naga Hills, then descend into the Burma valleys where our targets lay. The weather was clear except for some small scattered cumulus that began to appear at our flight altitude.

When a formation encounters clouds the planes spread apart both vertically and laterally so as to minimize chances of collision. We often flew in vees of three and were accustomed to the procedures in clouds where the right wingman rises about 100 feet and the left man descends that distance, all returning to close formation when the clouds have passed. From my right seat I had little to do except watch our right wingman Reynard (whose name I remember because of this incident) rise and descend as we popped in and out of the tiny clouds. Suddenly he went into one of the small clouds, hardly big enough to conceal a B-25, and didn't come out!

I immediately signaled the pilot and we began a turn to the right, searching for the missing plane. Conditions were clear all around and below us and we expected to catch sight of Reynard's plane in seconds. But after searching for about 15 minutes we realized that we had a mystery on our hands. That was the last we saw of Reynard.

We decided to continue our mission but we broke radio silence and discussed Reynard's disappearance. Finally we assumed that he had suddenly made a 180-degree turn and returned to base. We went on to our targets; then on the way back we retraced our course and searched along the way — with no results. Back at the base we learned that Reynard had not returned and he had not been heard from. Units of smaller aircraft and even helicopters searched for the missing plane for several days thereafter — in vain.

The airmen discussed this event among ourselves but could come to no plausible explanation. For example, had he exploded in midair there would have been debris, smoke, etc. Had he crashed into the jungle below he would have had to go down awfully fast to escape our scrutinizing search but in this case there would have been telltale smoke. A controlled crash landing makes no smoke but we would have seen a slow and deliberate descent. Also, we surely would have heard a radio distress

FEB 81'

FATE

MAG.

call if Reynard had been able to send one.

This is one of those mysteries that one has to file in the mind's "miscellaneous" compartment and so that is what I did. Only after reading about mysterious disappearances did I consider that we might have witnessed one. Actually, I was the one who most nearly did so, as I was watching the plane through the whole sequence. But as I last saw it entering a small cloud, I can't say I "watched" it disappear.

Perhaps all things in this material existence are projected by a multitude of 3-D projectors, something like holograms. Once in a while a projector may go on the blink and zap! Something disappears. — Stuart Burdick, Mountain View, Calif.

No one in
phone book as
of 3/22/81
according to
Information

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I immediately signaled the pilot and we began a turn to the right, searching for the missing plane. Conditions were clear all around and below us and we expected to catch sight of Reynard's plane in seconds. But after searching for about 15 minutes we realized that we had a mystery on our hands. That was the last we saw of Reynard.

We decided to continue our mission but we broke radio silence and discussed Reynard's disappearance. Finally we assumed that he had suddenly made a 180-degree turn and returned to base. We went on to our targets; then on the way back we retraced our course and searched along the way — with no results. Back at the base we learned that Reynard had not returned and he had not been heard from. Units of smaller aircraft and even helicopters searched for the missing plane for several days thereafter — in vain.

The airmen discussed this event among ourselves but could come to no plausible explanation. For example, had he exploded in midair there would have been debris, smoke, etc. Had he crashed into the jungle below he would have had to go down awfully fast to escape our scrutinizing search but in this case there would have been telltale smoke. A controlled crash landing makes no smoke but we would have seen a slow and deliberate descent. Also, we surely would have heard a radio distress

FEB 81'

FATE MAG

call if Reynard had been able to send one.

This is one of those mysteries that one has to file in the mind's "miscellaneous" compartment and so that is what I did. Only after reading about mysterious disappearances did I consider that we might have witnessed one. Actually, I was the one who most nearly did so, as I was watching the plane through the whole sequence. But as I last saw it entering a small cloud, I can't say I "watched" it disappear.

Perhaps all things in this material existence are projected by a multitude of 3-D projectors, something like holograms. Once in a while a projector may go on the blink and zap! Something disappears. — Stuart Burdick, Mountain View, Calif.

TAKEN AGAIN?

FATE has been taken again. Stuart Burdick's story about a B-25 disappearing over Burma in 1945 is a big hoax ("Report from the Readers," February 1981 FATE). One statement proves it. Burdick said, "... Even helicopters searched for the missing plane."

Helicopters were never operational in World War II — and if one had been used, it could not have accomplished the search because of its short range and low flight ceiling.

Helicopters in 1944 were still in the experimental stage of development. — Gerald Ebner, Minneapolis, Minn.

THE AUTHOR REPLIES

The helicopters referred to in my letter were Sikorsky YR-4s which had been in wartime production for about a year. Never-

Recd: 4/21/83
From Paul Corry

MSD
Mar 26

Mutual UFO Network
P.O. Box 1072
Mt. View, CA 94042

Feb. 23, 1978

Since it didn't seem like such a big deal at the time, what with all the other UFO reports these days, I did not mention my experience except to a few friends. But since I have learned that your group and others are trying to keep records, I will relate my sighting to you.

It was on a Saturday evening, late last June, close to 10 PM. I had a 7-year old girl with me, my god-child, and we were just ending our day at Great America. We were watching the fireworks display they put on at closing time, and I had picked up the girl for a better view. We were in a relatively dark area, to get away from the general glare in order to see better, and so were able to make out the traces of the rockets as they ascended prior to bursting.

While we were watching this way, an object passed into our line of vision proceeding on a straight course from left to right (southwest to northeast), as we were facing approximately toward Moffett Field. It was about 25° above the horizon and going pretty fast. It was round and appeared dull grey, displayed no lights, and evidently was visible only because it was reflecting some of the light on the ground. If we had not been watching that particular part of the sky very attentively, we should never have seen it, and therefore I doubt if many other people did.

About its speed, of course not knowing its size it would be hard to estimate. If it was large enough to hold people, 20 to 30 feet in diameter, then it was making about 400+ mph. If it was larger and farther away, then of course it was going correspondingly faster. It was the first thing of that nature I have ever seen, and which I could not explain as an aerial object. I have identified "skyhook" balloons which others around were saying were flying saucers, and so consider myself a cautious observer.

I used to fly quite a bit and have over 1,000 hrs, including about 500 hrs in B-25s during World War Two. Therefore, I am accustomed to observing aerial phenomena. Besides this UFO, the only other strange thing I could not account for was an apparent "disappearance" of a B-25 formation over the hills between India and Burma during the war. That was really weird, but not in the scope of UFO reports. If you know of any organization that collects that sort of thing, please let me know.

My 7-yr-old "witness" saw it too, because she asked me what it was; but nobody else around there did. However, they were standing in areas of brighter surrounding light and only giving partial attention to the fireworks. And, as mentioned earlier, one had to be watching the sky closely in order to catch sight of it at all.

Sincerely,



Stuart Burdick

502 Sacramento St.
E. Palo Alto, CA 94303

PS: Apparent size of UFO to a full moon would be as a tennis ball to a basket ball. I.e.,
UFO : moon
as
tennis ball : basket ball

series of pictures of the sunset on October 21, 1978. He heard a light plane pass overhead — Valentich's — but saw nothing else

Robert Walton

Fall 1944

U.S. Army Air Force



From: Richard Haines
To: narcap_RA, narcap_NTS, director@ufocenter, markrod
Cc: [NARCAP_RA] New Foo Fighter Sighting
Subject: Mon, 11 Dec 2006 23:34:35 +0000
Date:

Dear colleagues,

With this letter you will find attached a one (1) page summary report of an interview I had last night with the captain of a B-17 over Germany back in the Fall of 1944. His memory was sharp as a tack. I couldn't locate any corrolary reports for the 379th Bomb Group, 525th Squadron in my AIRCAT files which (for me) make this a new report. If you know of any I would appreciate learning of them.

Please feel free to post it, republish it, whatever - as long as you don't change any facts and insert my name in a footnote as the investigator. Enjoy!

Dick Haines

+++++

Attachment 1: [AIRCAT WW2 Fall1944.doc](#) (application/msword)

Fall - 44

DAY

UM

GERMANY

B-17 Pilot Sights Round Ball
During Daylight Bombing Mission over Germany
(A new case)

Richard F. Haines

December 11, 2006

Lt. Robert Walton¹ was flying a B-17 bomber in the early afternoon during the Fall of 1944 when this sighting took place. He was part of the 379th Bomb Group, 525th Squadron at the time and was over central Germany (from England) at an estimated altitude of about 35,000 feet with thirty five other bombers. He told me yesterday that the sky ahead was clear and calm at the time; he and the cockpit crewmen (four per airplane) of every other airplane in the group spotted a single, round, whitish (or translucent) object at their altitude some unknown distance ahead of them.² It was definitely above the distant horizon and was about as large in angle as one's little fingernail (viewed at arm's length)³. For the next five (5) minutes they all watched it but it didn't do anything. The squadron leader ordered a gentle right-hand bank by all aircraft and the unidentified aerial phenomenon (UAP) moved to the right at the same time, maintaining the same relative position in front of the group of airplanes at all times. Then when the squadron banked left again to their original heading so did the UAP. There was a very negligible time lag between the squadron's heading change and the UAP's position change. Eventually the object just disappeared (instantaneously).

Upon landing after their bombing mission Lt. Walton and his co-pilot were debriefed by Air Force intelligence as were other aircrew men on that mission. He didn't know how many were debriefed specifically on this matter. He did recall that his (with his co-pilot) interview lasted only about fifteen (15) minutes. He was never informed of what intelligence personnel learned and he heard nothing more about the matter.

He said that no electro-magnetic effects, radio interference or air turbulence was experienced on board his airplane during the sighting. He also thought that the object was already present in the sky and just happened to look in the right direction to see it, i.e., he didn't notice it because it traveled into his field of vision. Its edge was quite sharply defined and he saw no contrail or smoke behind the object. It never changed in size, shape, or color throughout the sighting and was brighter than the sky background. He has not seen anything unexplainable before or since.

¹ Now in his 80s and in good health.

² There could have been as many as one hundred forty four (144) eye witnesses to this event according to the witness.

³ This is equivalent to about fifty (50) min. arc assuming nail width = 0.38" and arm reach = 26."

J. B. Douglas

October 1944

U.S. Army Air Force

1944, October

HOLLAND

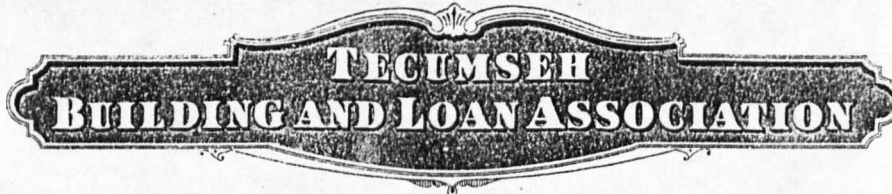
"OWN YOUR OWN HOME"

10 - -44

2130L

WWII

GRND. WIT.



TECUMSEH, NEBRASKA

9 April, 1952

2 pages

44-10

Mr. Ed J. Sullivan
Los Angeles
California

Dear Sir:

According to the current Life magazine, persons who have seen "saucers" or other unusual objects are requested to write to your organization.

This information is a little old but may still be of interest. In October of 1944 the 489th Field Artillery Battalion was in position near the town of Weert, Province Limburg, in southeastern Holland. On the night in question the sky was absolutely clear and still. At about nine-thirty pm. one of the men came to me and said, "Captain Douglas, come out and look at this thing in the sky." I went out and they indicated what they had seen. In the northeast, at an azimuth of about 600 mils (just a little north of northeast) and at an angle of elevation of about 45 degrees, there was what appeared to be a new planet. It was perhaps twice the brilliancy of Venus and of the same coloration--it looked, in fact, just like another planet except that it was much brighter. And it was moving--in a southwesterly direction. We brought out field glasses and observed it through them, but the only result was that the object appeared slightly larger and more brilliant--just as would a planet when viewed through field glasses. We then got out a 20 power spotting telescope which was part of our equipment and studied the "thing" through that, but with no better result. It still appeared to be a brilliant point of light, in motion. There was no sound of any kind, although the night was absolutely quiet.

The object continued to move in a southwesterly direction, passing overhead slightly to the south of a point directly above us. At its zenith, it appeared no different in size or brilliancy than it did when first observed. We gradually lost track of it in the southwestern sky at about the same angle of elevation at which it was first seen. Its passage through an arc of about 90 degrees took at least a half hour and probably closer to 45 minutes.

We gained the impression that the object was very high, because (1)-observation through the telescope gave us no more information than the naked eye, and (2) at its zenith, it appeared no more brilliant or distinct than when first observed; had it been a small object at a low

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TECUMSEH

"OWN YOUR OWN HOME"

**TECUMSEH
BUILDING AND LOAN ASSOCIATION**

TECUMSEH, NEBRASKA

44-10

altitude, it should have appeared much larger when passing overhead than when first seen. We decided that it must be a fairly large object at an altitude of at least 50 miles and moving at a speed of at least 1500 miles an hour. All of this was guesswork, of course, since it could have been 500 miles up and moving ten thousand miles and hour.

This object was seen by four or five men in my observation section, and possibly by many others. It was not spectacular, like green fireballs in formation; it was just there, and unexplainable. We had plenty of time to study it, and I think that our observation through the telescope definitely established that it was at a great height, and could not possibly have been a light on a plane.

I have subsequently described this to quite a few people, and no one has been able to offer any explanation. At the time, we wondered briefly if it could be Hitler's promised "secret weapon"--the one which was to follow the V-1 and V-2. We named it V-3 and let it go at that. In a few days we got involved in an extensive hassle with the Germans, and had more important things to think about.

Respectfully,

J. B. Douglas Jr.

J. B. Douglas Jr.
Capt. FA-AUS (Inact.)

William D. Leet

November 24, 1944

October 13, 1952

July 1955 – Dec. 1957

U.S. Air Force

"UFO Sighting From an Aircraft"- Report Form

Case No.: _____

- (A) Primary witness: William D. Leet crew: CP
- (B) Second witness: _____ crew: P, CP
- (C) Third witness: _____ crew: _____
- (D) Other witnesses & circumstances: UFDCAT: UFN # 11278

Date: 11-24-44
 Time: NIGHT
 N = 1 observ.
 Altitude (ft) 18 K
 Weather: DARK
 IFR, VFR
 Comm'l, Private,
Military
USA foreign

Reference: ① (MUFON UFO JOURNAL #133, Jan-Feb. 79, Pp. 3-40)

Date: _____

Flight Details: (Spatial) Lat. [46° 38' 00" S] Long. [14° 20' 00" W]

- 1. Location (flt. path): Origin: Amendola, Italy Dest. & return
- 1.1 Sighting (initial) location: nr. KLAGENFURT, GERMANY-
- 2. Did A/C change flt. bearing due to sighting? yes, no (if yes, cont. 2.1)
- 2.1 Orig. bearing: _____ deg. Changed to: _____ deg. Chg to: _____ deg.
- 3. Altitude at time of sighting: ≈ 18 K ft. (Type: Abs., Ind., Press. True)
- 3.1 Alt. Chg. due to sighting? yes, no (if yes, cont. 3.2)
- 3.2 A/C ascend, descend
- 3.3 Rate of 3.2: _____ ft/sec accurate, approx.
- 4. A/C Attitude: _____
- 5. Other A/C involv. yes, no (details in 5.1)
- 5.1 _____

Signature _____

Flight Details: (Temporal)

- 7. IAS: _____ mph, knots
- 8. Accel: yes, no (if yes, cont. 8.1)
- 8.1 accel: _____ ft/sec accurate, approx.
- 9. TAS: _____ mph, kts.
- 10. GMT; _____ hrs.
- 11. Local Time: _____ (zone: _____)
- 12. UFO Sighting duration: 45-50 (min)

UFO Characteristics (Only (A))

- 32. Mag. Bearing: _____ deg.
- 33. Vel. _____ mph, kts
- 33.1 vel. (how det.): _____
- 33.2 accel: _____
- 34. Ang. size: _____
- 34.1 (34. how det) _____
- 35. Luminosity: "Amber light"
"Orange-yellow" Constant lmn.
- 36. Shape Round, perfect circle
- 37. Structural Details: _____
- 38. Sketch made? yes, no
- 38.1 Photos () obtained?
- 38.2 (38.1 details) _____
- 39. No. UFOs: _____
- 40. Atmosph. traces: _____
- 41. UFO: friendly, hostile, none
- 41.1 (41 details) _____
- 42. UFO disappearance details: Instantaneous
- 43. Altitude: _____
- 44. Misc. UFO maintained same rel. position to A/C

Flight Details: (Aircraft)

- 17. Jet, prop rocket
- 18. Commercial: Airline: US ARMY A.F.
- 18.1 Flt. No.: _____
- 18.2 A/C Model: B-17 15TH A.F.
- 18.3 _____
- 19. Window through which UFO first obs.: (A)
- 19.1 Est. visibility of 19: _____
- 19.2 Other windows used: ()
- 19.3 cont. 19.2 ()
- 20. Radar contact: yes, no (if yes, cont. 20.1)
- 20.1 Details: _____

Observer Details:

- 24. Age: (A): _____ (B): _____ (C): _____
- 25. Flt. Hrs. (A): _____ (B): _____ (C): _____
- 26. Med. Certif. (A): _____ (B): _____ (C): _____
- 27. Prev. UFO exper. (A): _____ (B): _____ (C): _____
- 28. Was formal rept. filed on sighting? yes, no
- 28.1 (If no, why not?): _____
- 28.2 Rept. Submitted to Whom? _____
- 28.3 Any known follow up: _____

Witness consent: "I hereby permit my name to be publically associated with the data I have given on this form."

12-44
11-24-44

MAJOR WILLIAM D. LEET
UNITED STATES AIR FORCE
Reserve
Rt. 1, Lexington, Ky.

MAR 27 1958
RECEIVED
Sent Sit

11 March 1958

Major Donald E. Keyhoe, Director
National Investigating Committee
on Aerial Phenomena
Washington, D. C.

Dear Major Keyhoe:

Long before your book, "Flying Saucers Are Real", was published, my B-17 and my crew and I were kept company by a "Foo Fighter", a small amber disc, all the way from Klagenfurt, Austria to the Adriatic Sea. This occurred on a "lone wolf" mission at night, as I recall, in December, 1944 in the 15th Air Force, 5th Wing, 2nd Bomb Group. The intelligence officer who debriefed us stated that it was a new German fighter but could not explain why it did not fire at us or, if it was reporting our heading, altitude and air-speed, why we did not receive anti-aircraft fire.

On about 13 October 1952, while I was copilot on a C-54 Troop Carrier mission out of Tachikawa and heading South toward Oshima at dusk, I noticed in the strato-cumulus formation Westward what appeared to be a perfectly round cloud. After watching it for about a minute, and deciding it wasn't a cloud, I called it to the attention of the pilot and engineer. The pilot was intent upon his flight plan but the engineer got several good glimpses of the object. Seven minutes after I first saw it, it took an elliptical shape and sped off to the West, disappearing within a few seconds, toward Mount Fuji.

While stationed at McClellan AFB near Sacramento, California from July, 1955 to December, 1957, I noticed a tremendous number of luminous blue-green objects transcending the sky from horizon to horizon in an instant. On an AOC mission one night off the California Coast I had the radio operator report such an observation. He, and a day or two later one of our intelligence officers, told me that the same object was reported by an airline pilot.

As a crusader for truth I believe that I understand the difficulties under which you and your associates labor, and I would like to offer my services. I am coming to Washington soon for an appointment with Senator Cooper and if it is not inconvenient would like an appointment with you. I am enclosing a copy of Form 57 for your information.

Sincerely,

William D. Leet

THE FLYING FORTRESS AND THE FOO-FIGHTER

By William D. Leet

(Copyright 1979 by William D. Leet)

On that cold, dark night of November 24, 1944, when my B-17 crew and I were briefed to fly a "Lone Wolf" bombing mission to Salzburg, no mention was made of "Foo Fighters." The officer who gave us the intelligence part of the briefing listed the number of heavy and light antiaircraft guns we could expect at the target, and what types and how many German fighters might hit us. We were also given these figures for alternate targets, in case we had to bomb one of them because of inability to reach the primary target: the railroad marshalling yards at Salzburg. We were also briefed on escape routes and procedures to follow if we should be shot down, but parachute safely to the ground and have a chance to make it back to Allied lines.

There was no mention whatsoever in the briefing that there was a chance of our being encountered by a Foo Fighter. Kenneth Arnold's vista of the "Flying Saucers" was yet to occur, and years would pass before Captain Edward Ruppelt's coining of "UFO," but our Intelligence people knew very well that the Foo Fighters were real. Intelligence officers interrogated pilots and crews after combat missions, and had received numerous accounts of the unearthly craft over Europe and the Pacific. As the UFO cover-up had already commenced, and this vital information was prohibited to flying personnel, my Flying Fortress crew of ten men and I were unprepared for the confrontation we were to meet with on that mission.

We could not have been prepared, of course, for battle with aerial weapons far advanced of ours, and as it turned out that was no problem. But for some way to get out of the dilemma into which my crew and I flew in our B-17, we had no mental and emotional readiness. We accomplished our mission, but it could be that we returned safely to our base more by luck than by our own training and ingenuity.

The 15th Air Force, operating long-range heavy bombers from airfields in southern Italy, flew at high altitudes far into Nazi-held Europe. The B-17s and B-24s destroyed strategic objectives — oil refineries, principally — bombing in great formations by day. Great Britain's big bombers of the Royal Air Force kept it incessant, night-bombing the enemy, and he was allowed no respite.

The relentless onslaught was interrupted by the severe weather of late 1944 grounding the massive formations, so the 5th Bomb Wing initiated the Lone Wolf missions to harrass the Nazis. B-17s were sent out singly to separate targets, causing minor damage as contrasted to the devastation wreaked by bomber formations, but keeping the German workers under constant air raid warnings and away from the refineries and factories. It was on such a Lone Wolf flight that we made our takeoff that November night.

As the pilot of "Old Crow," the B-17 I nearly always had on combat missions and called "my airplane," my intention was to push the big bird up just as high as she would go — 30,000 feet, at least. I had bombed at Salzburg one time and learned first hand that the Krauts there had master sergeants firing their antiaircraft guns. When we returned to our field at Amendola, the crew chief and I counted 240 flak holes in Old Crow. Miraculously, not an engine had been shot out, there had been no fires on board, and not a man on my crew was wounded. We were over Salzburg at 25,000 feet that day. Tonight, with me calling the shots, we would be much higher where the flak was not so ferocious, and we'd have better prospects of a good bomb strike and returning safely to home base.

My plans were changed on takeoff. I eased the four throttles to max power and we raced down the perforated steel runway with no trouble, but we were hardly airborne when one of the

superchargers disintegrated. That meant that we could climb no higher than 18,000, much too low for Salzburg. The navigator, bombardier and I selected Klagenfurt for an alternate target. We would blast the railroad yards at Klagenfurt and the freight cars loaded with war material that were marshalled there, and send the laborers to the air raid shelters for the night.

Old Crow reached 18,000 feet only *alt.* from my patient coaxing. She was overloaded, carrying thousands of pounds of fuel, ammunition and bombs above the maximum gross weight that Boeing, her designer and manufacturer, had set. It surprised me that the loss of one of four superchargers made such a difference in her ceiling, but once I had nudged her up to 18,000 the stable old warrior mused right along. The weather had improved considerably — there was a high overcast blackening the sky, but much of the time we were not in clouds and icing conditions. We flew a north-northwesterly course up the Adriatic Sea, and upon making a landfall at Trieste we had only a short distance to Klagenfurt.

The night was so dark that I was piloting Old Crow by instruments, but soon after turning on the bomb run and opening the bomb bay doors, we were in a blinding light. I felt the heat from it, and thought the Krauts had caught us in their searchlights, but it lasted only two or three seconds. We kept flying the bomb run, approaching the instant for bombs away, but I was relieved to see and feel no more of the light. I thought no more about it as this was the crucial moment of our mission, and I concentrated on maintaining a constant airspeed and keeping Old Crow flying straight and level, so the bombardier could put the bombs precisely on target.

(Foo-Fighter, Continued)

Upon bombs away Old Crow
ed upward, freed of her ten 500
pound bombs, and I whipped her off the
target, scurrying for safety. It was then I
realized that we had gotten no flak on
the bomb run; and where were the
Messerschmidt night fighters? As much
as we had disrupted their oil
production, surely they had enough gas
to fly fighters up to attack one lone B-
17. Well, no need to tempt Fate, I knew.
No flak and no fighters was peculiar,
nevertheless — unprecedented.

Heading back toward Trieste, all at
once there appeared just off our left
wing a round amber light. None of us
saw it approach or had any sight of it
until it was right beside the B-17, flying
along in formation with us. The object's
outline was a perfect circle — too
perfect; its color was a luminous
orange-yellow — too luminous. We
could only guesstimate its distance and
size. To me, it looked to be about 50
yards out from the wingtip, 10 yards to
the rear, and 10 feet in diameter. Was it
100 yards distant and 20 feet in
diameter? I was aware of a fascination
while observing it.

The gunners wanted to shoot
whatever it was with their fifty calibers
but I ordered them not to — if the thing
was hostile we would have been shot
down without ever having seen it. As we
coursed on through the black night,
winging homeward to our field in the
south of Italy, the weird craft kept us
company. Its position relative to Old
Crow's did not vary, its shape did not
change, and its brilliance never
wavered. I was unable to ascertain the
form of the bogey; it could have been a
sphere, or a disk at 90 degrees to the
earth's surface, but it definitely was not
the exhaust or lights from another
aircraft. It positively was neither
manmade nor a natural occurrence.
After 45 to 50 minutes, our companion
from another world simply turned off.
Precisely the way that an electric light
goes out when turned off by flipping a
switch, that is how the Foo Fighter
appeared — it turned off.

The rest of our return to Amendola
was uneventful, and after landing and
riding the truck from the field to 2nd
Bomb Group Operations, an
Intelligence officer conducted our

debriefing. When we had reported the
standard items of weather, the
alternate target we hit, bomb strike
accuracy, and the fact that we
encountered no enemy resistance, I
mentioned the momentary light we flew
into on the bomb run, and inquired
whether there were searchlights at
Klagenfurt. No, ours was the first such
report.

The description I gave of the
amber object and its behavior met the
quick explanation that it was a "New
secret German fighter." To my answer
that it did not shoot at us, the
Intelligence officer rebutted that it was
radioing our course, altitude and
airspeed to the German anti-aircraft
batteries. When I reminded him that we
had not seen one burst of flak the entire
night, he said nothing more — he had
run out of stock answers. He had told
us all that he could tell.

The superior performance of
American Intelligence in WWII was
essential to our victory, but an unwise
policy was the withholding from combat
personnel of information about the Foo
Fighters. When our confrontation
occurred on that Lone Wolf mission,
had we been forearmed with the
knowledge reported to Intelligence
previously, we would have reacted with
more certainty and confidence. We,
and other crews in similar encounters,
could have disproved the false
assumption that Foo Fighters were
German weapons, and further assisted
our war effort.

A more enlightened strategy
concerning these early manifestations
by the Foo Fighters would have
brought the dawn of our understanding
the UFO phenomenon. The flash of
light that struck our B-17 on the bomb
run; the absence of German fighters
and flak; the appearance and actions of
the Foo Fighter; our receiving no
interference with our bombing or other
electronics — our calm discernment
and reporting of such data to
Intelligence would have been of
inestimable value had they prepared us
for it, and then listened to our reports.
So, the most important products of the
Lone Wolf mission to Klagenfurt were
lost: improvement of combat
effectiveness, and insight into
visitations from another world. Multiply

BALLOON SIGHTING DISCOUNTED

The alleged sighting of a UFO by
the crew of the record-setting balloon
"Double Eagle II" during its
transatlantic flight last year has been
flatly denied. The tabloid "People," in its
issue of October 8, 1978, had claimed in
an unsigned article that four UFOs had
approached the balloon and rocked the
gondola on the third night of flight, and
that the story had been suppressed by
the U.S. Government but had leaked
out in France. Tom Benson (MUFON
State Section Director in Trenton,
N.J.) wrote to the balloonists in
December enclosing a copy of the
article. Ben Abruzzo, one of the three
balloonists, replied on January 3, 1979.
"There was no sighting," he said. "That
article was totally fictitious."

MUFON: ANOTHER FIRST

The August 1978 MUFON UFO
Journal contained an article by Todd
Zechel describing the anti-secrecy legal
initiatives being undertaken by Citizens
Against UFO Secrecy (CAUS) and
Ground Saucer Watch, pointing out
the lack of support by other groups and
asking for contributions. MUFON
members have responded generously,
and Zechel thanked them in the
January issue of *Just Cause*.

"The response (by MUFON) has
been most encouraging...." he said.
"MUFON members have contributed
much-needed funds to these efforts,
and CAUS wishes to express its deep
gratitude."

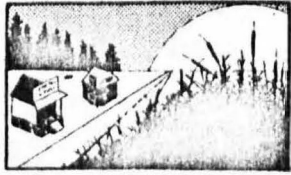
this by many, many UFO confron-
tations in World War II.

Decisions of truth and positive
action involve additional hazards, but
danger is inherent in a program of
deception. And who knows what perils
are imbedded in the cover-up that
continues to this day?



Robert Kerr

BYWAYS



Bill Leet knew the minute he saw the strange luminous disc that his B-17 Flying Fortress would be no match for it.

"Our gunners wanted to shoot it down, but I ordered them not to. I told them if it was hostile, it would have already shot us down," he said.

"Let's just try to figure out what it is, I told them."

Nearly 40 years later as he sits in a bedroom of his Texarkana, Ark., home that he has converted into an office. Leet explains that he is still trying to figure what he saw that night and what other alien craft cross the skies.

"I am vexed, literally vexed, that we do not know more than we do about this."

Today, we at least have names for them — flying saucers, or more broadly, unidentified flying objects. In 1844, no one had even coined a label.

Leet was a B-17 pilot based in Southern Italy during World War II. His squadron flew daily bombing missions on German oil refineries and railroad yards. It was a cold night in November when Leet and his crew set off alone across the Austrian Alps on a dangerous "lone wolf" raid on Salzburg.

"We were just scared to death. I think we were the only Allied aircraft over enemy territory that night," he recalled.

It hadn't helped their chances any when they lost a supercharger on takeoff. With-

out it, they couldn't climb much higher than 18,000 feet, which made them sitting ducks for the big German anti-aircraft guns around Salzburg.

So they diverted to Klagenfurt, some 100 miles closer, and less fortified than Salzburg. They made a surprisingly clean drop there and turned south toward home as soon as the bomb bay was empty.

"We didn't see one flak burst all night. Not one anti-aircraft shot was fired at us."

The unusually quiet skies gave the entire crew a perfect view of the visitor that suddenly appeared just off the tip of the left wing.

"This thing did not approach us from above or below or either side. It was just there, like a light switch being turned on."

"It wasn't like anything we had ever seen before. We couldn't see any third dimension to it. It was just a perfect circle. The closest thing I've ever seen to it is the amber light on a traffic signal. But it didn't look like any earthly light."

Whatever it was, it stayed alongside the B-17 for about 45 minutes. Then, "like a light switch being turned off," it was gone.

Leet reported the incident to an Air Force Intelligence officer, and was told that what he had seen was a new German secret weapon. Leet wasn't really convinced, but didn't dwell on it. The war would end soon, and as the years went by,

he forgot about the strange light.

Until eight years later, when he was copilot on a C-47 transport plane carrying troops on leave from the Korean War battlefields to Japan. By that time, "UFO" had become a familiar expression, and when Leet and his copilot spotted a dull, metallic sphere flying alongside the C-47, they knew it was no Communist secret weapon.

Leet began to talk to other airmen and learned that quite a few of them had sighted flying objects that they could not explain. After Korea, he had little interest in returning to his law practice in Lexington, Ky., already twice interrupted by war.

He returned anyway, but did more and more research on UFOs. As his interest became known around the community, he was asked to speak to various groups. The news media soon began calling, and then in the late 1950s, he hosted a local television program on which he would interview guests who had had UFO experiences.

The program ran nearly three years, but all the publicity did little for his livelihood. People might be curious about what he had to say, but they had doubts about hiring a lawyer who saw strange things in the sky.

"It just killed my law practice. The last few months I was there, I didn't make one dollar, not one dollar. Back then, I was really standing naked before the multi-

tudes."

In the early 1960s, he moved on and found work in the aeronautic industry. His first wife died in 1971, and when he remarried in Fort Worth, his new wife Helen made him promise to bring her back to her hometown Texarkana, Ark.

They moved here three years ago. Today Leet spends much of his time writing. He has one book out — a dramatized history of the exploits of World War II pilots called "To Rule the Sky" — and a 350-page pictorial history of Texarkana that he compiled for the Texarkana Historical Museum is at the publishers now.

But UFOs remain his obsession. He believes that the security of the United States rests upon its ability to develop the technology involved in what are commonly called flying saucers.

"I am convinced that UFO activity is the most phenomenal of all phenomena today."

He said the U.S. government's refusal to acknowledge the existence of UFOs is not any sinister plot to deceive the American people, but more likely an effort to keep military study of UFO technology hidden from the Soviet Union.

"Despite the secrecy, I believe 95 percent of all Americans have an open mind on the subject. Polls show that more than half of Americans believe in UFOs."

Leet is Arkansas director of the Mutual Unidentified Flying Object Network, an international organization that compiles



Staff photo by Robert Kerr

Bill Leet is certain we are not alone

reports of UFO sightings. He is trying to find a publisher for a book he is writing titled "What? You Haven't Seen A Flying Saucer?" and subtitled "How To Sight A UFO and What to Do When You See One."

He has spoken at two recent meetings of the Texarkana Optimist Club, and enjoys lecturing. He said his comments on UFOs are received less skeptically today than when he first began talking on the subject more than 20 years ago.

He attributes most of that to a more educated populace, and said that movies like "Star Wars," "Hangar 18" and "Close Encounters of the Third Kind" have stimulated interest in UFOs. However, he seldom goes to such films, and never watches television's "Star Trek" because of Hollywood's tendency to sensationalize such offerings.

"You should never mix fact and fiction concerning UFOs."

Alc

P. Kendall Bruce
November 1944
U.S. Navy

11 - 44

WW-II

RECEIVED

LINGAYEN GULF
NAVY

P. Kendall Bruce
DELRAY BEACH, FLORIDA

Jan. 20, 1965

C: to DEK ✓

Y, letter & #197

NICAP,
1536 Connecticut Ave., NW
Washington, D.C.

Gentlemen,

I have read with great interest the article in TRUE magazine for January, by Major Donald E. Keyhoe (Ret)

The story of the incident attendant to the tracking of a Gemini capsule on April 8th is most astonishing and I wonder of there is any way of obtaining evidence of this occurrence other than that offered in the article in TRUE.

It is also related that tangible evidence of the tracking experience of the Polaris DOES exist. Is it in any way possible to receive a photo copy of this evidence?

Do you publish any periodicals dealing with this subject Is it possible to have my name on your mailing list ?

I am much interested in the subject --having witnessed an unusual event during November of 1944 as my ship was retiring from Lingayen Gulf after the operation and assault. I was "on watch" as Fire Control Officer top-side of the U.S.S. Gilkiam (APA) when several of us saw what appeared to be a bright green "globe" at an altitude difficult to estimate, rise from the headlands, or from behind them --- and describe a perfect parabola at great speed, finally disappearing behind the horizon to the north. It was a "lazy" sort of flight, too slow by far to be a missile of any kind, maintaining a constant brightness and for which those of us who saw it could find NO logical explanation. I offer this because you may have had other reports of this same event and perhaps it may help in your evaluation. I cannot confirm, having many years ago forgotten the names of the persons who witnessed the occurrence.

Please assist me in adding to my poor knowledge of the subject, in any way that you can. Thank you.

Very truly your s,

P. Kendall Bruce

Lieutenant Commander (Ret)
U.S.N.R.

NOV 29 1944

7N

SOUTH CHINA SEA

uf

1944, NOVEMBER

T- Hold

February 10, 1965

Lt. Comdr. P. Kendall Bruce, Ret., U.S.N.R.
Delray Beach, Florida

Dear Commander Bruce:

Thank you for your letter in response to the TRUE article. I apologize for the delay in answering which was caused by the flood of mail we received. Enclosed is some of our literature. We would like to have an account of your sighting on the enclosed report form for our permanent records.

We do have the test report on the Polaris radar case, but it is too bulky to copy and we cannot send out copies of our documents anyway for mechanical reasons. All such documents are available here and will be shown to any Congressional investigators.

Major Keyhoe was pleased to hear from you and we hope you will consider becoming a member.

Sincerely yours,

Richard Hall
Acting Director

RH:ms

enclosures

W. F. “Tom” Smith

Late November or early

December 1944

Canadian Armed Forces

1944, Fall of

2

W. F. Smith
39 Wilson Ave.
St Thomas Ont. Can.
May 12/64

May. Keyhoe
NICAP

RECEIVED 15 1964

Sir -

I just finished reading your book "Flying Saucers - Top Secret" and found it very interesting. I read your other book "The Flying Saucer Conspiracy" a couple of years ago.

I have been very interested in the subject for a number of years. I have a scrap book with all the newspaper clippings on the sightings that I could get, which are unfortunate, very few.

I would very much like to become a member of your

organization if it is possible. I am a member of the St. Thomas Fire Dept. and have been interested in astronomy for years, ever since I was a young child. I am a habitual camper and spend the evenings star gazing with my binoculars.

During the 2nd war I was in the Can. army as a private. The reason I'm telling you this is because I now believe that I saw a Flying Saucer.

In the fall of 1944 I was in Holland, this evening I was laying on the ground looking at the sky, it was very clear and I could see a lot of stars. I saw a light moving in the sky, it was a single light and at first I thought it was a star until I noticed it was moving. I knew it wasn't a meteor

because it was moving so slow compared to a meteor. It was moving about the speed or a little slower than Echo 1. It appeared to be miles and miles up. I reasoned it couldn't be an airplane, because at that time they wouldn't be flying with any lights on, also there wasn't any noise, if there was I don't think I could have heard it any ways because it seemed to be so high, directly overhead. I thought it might be a V 2, but it was going in the wrong direction, it was going in a easterly direction.

I remember it so vividly because at the time it impressed me so much, I knew it wasn't a star or planet because because there wouldn't be any movement to them.

At that time I never ever heard of Flying Saucers, in fact it was just the last few years that I thought that's what it might be, it may have been something else but I don't know what.

I will send you with this letter from our paper the Times Journal, a clipping. I saw this light myself, although I don't think it was a sighting, you will be a better judge of it than me. I came out of the hospital after visiting hours and just as I got outside I saw this light. It ~~was~~ appeared to be just 100 ft above the roof tops of 1 story homes then it exploded with no noise. I thought it was a signal from a V 2 pistol as ~~it~~ it appeared to be moving at that

speed, or a child's skyrocket.
I thought it was very close, but
when I seen this piece in the
paper I got an army map,
and working from the directions
given in the paper it was
exactly 3 miles from me straight
north, 3 miles from Mrs Lumley
in a North Easterly direction and
approximately 8 miles from Mr.
Kabcock in a North Westerly direction.

3 or 4 years ago a couple of
city police made a sighting here,
if you want I could dig you
up more information on this.

Sincerely
Tom D Smith

Transcript

W.F. Smith
39 Wilson Ave.
St. Thomas Ont. Can.
May 12/64

Maj. Keyhoe
NICAP

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3 or 4 years ago a couple of city police made a sighting here, if you want I could dig you up more information on this.

Sincerely,
Tom F. Smith

1944 - NOV or DEC

W. F. Smith
39 Wilson Ave
St. Thomas Ont.

Dear Sir -

In regards to your letter dated Dec. 25/65 I will give you the information to the best of my recollection which I doubt will not be very good as it was so long ago & at the time days of the month didn't mean much to me nor did locations as we were moving so much

1. The month would be latter part of November or first part of December
2. Time - I judge to be around 10^{PM} but could have been later.
3. Approximately 20 minutes duration
4. Area of Holland - all I could say that I was south of the Mac River

2.

5. I was attached to the Lincoln & Welland Regiment.
6. I don't know if there were any American units in the vicinity.
7. I couldn't name any witnesses now, but I do recall bringing it to someone's attention.
8. The brightness - would be about equal to any star in the Big Dipper.

I must apologize for being so late in answering your letter and being so vague in my answers to your questions, I honestly wish I could remember better but at that time I was so confused with the events that days just seem to run together.

I am sending you a clipping I took from The London Free Press dated Feb. 18 1966 in hopes that it

3.

will be of some value to you.
I save every clipping I see, not
to many are local, this one isn't
exactly local either as Brantford
would be about a hundred miles
from here.

Could you send me information in
regards to joining WICAP

Sincerely
Len J. Smith

Transcript

W. F. Smith
39 Wilson Ave.
St. Thomas Ont.

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Could you send me information in regards to joining NICAP.

Sincerely,
Tom F. Smith

Joe Thompson Jr.

December 1944

109th Tactical

Reconnaissance Squadron

Ninth Air Force

AIRCRAFT/UFO ENCOUNTERS

1. SERIAL NUMBER: 4501XX-001 INITIAL X FOLLOW UP _____
2. DATE: Ca. 44.12 or 45.01 3. TIME/TIME ZONE: Day
4. COUNTRY: Germany 5. LOCATION: Rhine Valley
6. AIRCRAFT CODE: M
7. TYPE OF PLANE/WITNESS(ES): P-51, Mustang/Major Joe Thompson, photo reconnaissance pilot, 109th Tactical Reconnaissance Squadron, and wingman
8. UFO DESCRIPTION: 4 or 5 silvery football shaped objects
9. RADAR CODE: 10. GXE CODES: X
11. SOURCES: NASHVILLE TENNESSEAN MAGAZINE, 30 Oct 1966

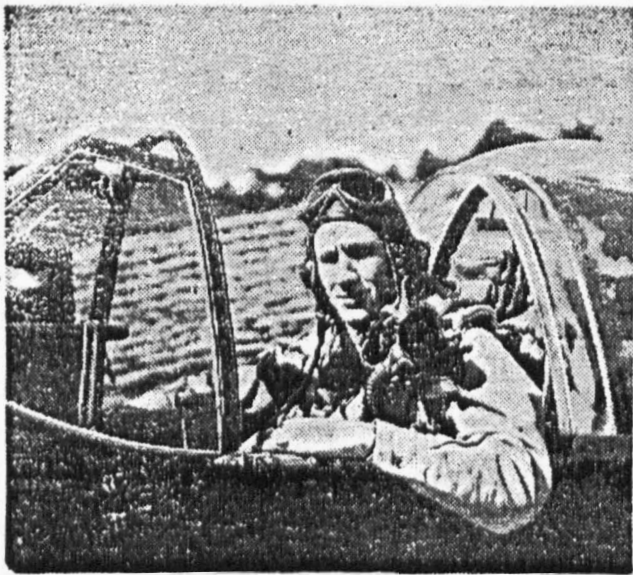
ADDITIONAL DATA.

12. COMPANY/FLIGHT NUMBER:
13. AIRCRAFT ALTITUDE: 14. AIRCRAFT HEADING:
15. FOLLOW UP: Contact Maxwell AFB and determine if 109th Photo Recon Sq records are on microfilm. If so, order records.
16. REMARKS: Daylight foo-fighter reports are rare in official records. This could be an important case!

Copies to: Barry Greenwood X
 Loren Gross X
 Dr. Richard Haines X
 Richard Hall X
 Jeff Lindell X
 Ed Stewart X

Recd 10/1/96 from Joe Albrit -

NOV 7 1966



Nashville's Joe Thompson in the cockpit of a photo reconnaissance plane in World War II



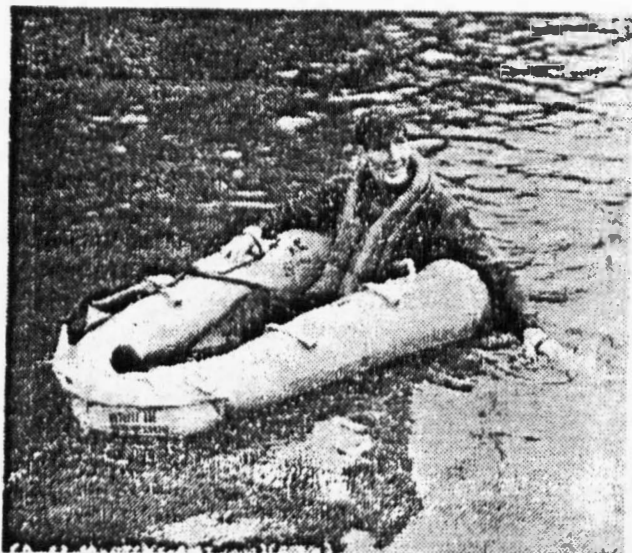
Thompson's outfit was flying P-51 Mustangs when they sighted the Foo-Fighters



Joe Thompson and the Foo- Fighters

NOV 7 1966

Thompson's outfit was flying P-51 Mustangs when they sighted the Foo-Fighters



A big grin while practicing ditching procedure in England



The term "Foo-Fighter" was inspired by a comic strip character named Smokey Stover, a fireman

Fighters

NOV 7 1966

By Max York

IT WASN'T until 1947, when the stories about flying saucers hit page one, that Nashville's Joe Thompson Jr. gave much thought to those strange objects he saw in World War II.

Now an insurance man, Thompson was a photo reconnaissance pilot in the war.

He and his wing man were on a mission over the Rhine Valley, photographing German troop movements, when he saw them.

"We had made some pictures, and I was looking ahead to our next photo target," Thompson recalls, "when my wing man broke radio silence and said, 'Bogeys at 9 o'clock!'"

(A hogeny, in air force parlance, is an unidentified flying object—UFO—which could turn out to be either friendly or hostile.)

"Off my wing, a little below us, in the direction of Cologne, I saw four or five objects that looked like silvery footballs," he says.

"They didn't seem to be moving. But they must have been, for they stayed even with us.

"It flashed through my mind that they were something the Germans had put up there.

"I watched to see what they would do, but they didn't do anything.

"As we turned away, I thought they must not be of much value to the Germans.

"That's the last I saw of them. I turned my attention to the next photo target, where the Germans were already sending up flak to let us know they were waiting for us."

It wasn't until later that Thompson learned that captured intelligence reports said the Germans had seen the objects, too—and thought they were put up there by the Americans!

Thompson wasn't the first U.S. pilot to see the strange objects over the Rhine Valley.

They were first spotted by the pilots of Black Widow night fighters, who said they glowed in the dark. The night fighters shot at them a few times, but the fire was never returned.

He believes the night fighters gave the UFOs the nickname that stuck: "Foo-Fighters," a term picked up from the Smokey Stover comic strip that still runs in several newspapers.

At the time, Thompson was a major in the 109th Tactical Reconnaissance Squadron. He com-

manded approximately 45 pilots who flew P-51 Mustangs equipped with powerful aerial cameras and four 50-caliber machine guns.

Most of the sightings of Foo-Fighters took place between December, 1944, and March, 1945.

"When the weather was too bad for flying, I'd go around and talk with the pilots, asking them about the things they had seen on their missions," Thompson recalls.

Ever so often, some one would say he had seen "some of those Foo-Fighters."

What did they look like?

A Californian, Capt. Frank Robison, said they resembled "a smashed beer can." Others said a tennis ball or a football—only much larger. The descriptions were of shape, not size. Captain Robison—who said he saw them rising up, as from the ground—called them "Kraut balls." Everybody thought they were German.

There was speculation about their purpose.

"At first, we thought they might be attached to wires, like barrage balloons," Thompson says. "But they were moving, and they were too high.

"Then we got the idea that the Germans might be using them to detect the altitude of our planes so they could place their anti-aircraft fire more accurately."

Then Thompson saw them for himself that day over the Rhine Valley.

"They didn't look like what Captain Robison had said—a smashed beer can," he remembers.

How big were they?

"I really couldn't tell," he says. "It would depend on how far away they were. They may have been as close as 1500 feet, in which event they would be no bigger than an open umbrella. But they could have been two miles away, in which case they would be quite large. They looked as though they were made of aluminum."

What were they?

"I don't really know," he says. "I saw something—I still don't know what it was."

He reported the sighting to the squadron intelligence officer when he returned from the mission, and let it drop.

The men of the 109th never had to pursue the

NOV 7 1966

objects, Thompson says, "because they were not bothering us."

Today, it is difficult to understand why wartime pilots were not more excited about these Foo-Fighters so many of them saw over Germany. In retrospect, they seem prophetic of the "flying saucer" reports that began to come in profusion after the war.

The wartime lack of excitement is easier to understand in light of the conditions under which Thompson and his fellow pilots flew.

The Foo-Fighters just didn't seem important, he explains. What was important was to complete the mission and stay alive, with so many people on the ground and in the air dedicated to your destruction.

For example, Thompson came back from a mission with 150 holes in his plane—flak. There was even a hole in his camera. Just as he touched ground, the engine quit.

THERE were several other such examples in the squadron, which lost more planes to flak than to enemy planes—and more planes to weather than to flak and enemy planes combined.

The squadron flew first from England and then, after the invasion, from an air strip in Normandy and, still later, in Belgium. It was from the tiny Belgian village of Gosselies that they went on missions when they saw the Foo-Fighters.

(Two years ago, Thompson took his wife, Martha, to Gosselies for a sentimental visit. He saw several people he had known there during the war.)

"From Gosselies, it was a 20 or 30-minute flight to the Rhine Valley," he says. "We would cruise around for a couple of hours. We were looking for patterns of troop movements, trucks, tanks on the move—anything that might be of use to intelligence. Our bombers might knock out a bridge. They would send us in to see how much damage was done."

The first missions went out with first light, hoping to catch the enemy still on the move from the night before. The last missions were out at dusk. Perhaps an over-eager enemy would start the next night's journey early.

The pilots flew in twos, changing altitude all the

time, trying to make a difficult target for enemy guns. Survival meant spotting an enemy plane before he spotted you. Their eyes made Ms scanning the skies for anything that wasn't friendly. They learned to know instantly if a dot on the horizon was friend or foe.

Across the Rhine, Thompson sometimes saw a sobering sight.

"If you were in the right place at the right time, you could see what looked like a telephone pole taking off into the sky," he says. "You could follow the trail until it disappeared up and out of sight. This was the V-2 rocket.

"I spent a five-day leave in London and saw these rockets landing in Hyde Park. They made holes three stories deep."

After the war, when flying saucers became the rage, Thompson developed into something of a buff on the subject, reading everything he could

find. Sometimes he spoke at civic clubs.

Afterwards people would come up and wonder excitedly if the Foo-Fighters could have been sent from somewhere in space to observe the war in Europe, and, possibly, to gauge the threat of V-2 weapons to their own world.

"The whole problem is to separate fact from fiction," he says of UFOs. "How much of it is imagination? How much is hallucination?" Most of these sightings can be explained. Some can't. A lot of authors could explain some of the incidents they write about, but if they did, their books wouldn't sell as well.

"It is encouraging that scientists are beginning to study the phenomenon. I think the time has come when they can study flying saucers without being suspected of lunacy.

"There are three general groups of people who are concerned with UFOs.

"The first group are those whom we might describe as the insecure, the neurotics. Certainly the things they see are colored by their own troubles and exaggerated speculations.

"The second group are the skeptics who recognize that something must have caused such a multitude of sightings, but they demand unequivocal evidence.

"And then there is a third and growing group of people who, while they do not present any final answer, are willing to state they have seen these objects and have carefully examined the plausible record of other confirmed sightings and feel there must be some sensible explanation.

"The federal government just granted \$300,000 to the University of Colorado to investigate, along with some other universities, the sources of unexplained phenomena. I would hope that this amount of money is not being spent just to quiet the fears of the neurotic fringe.

"I think we will have the answer to UFOs within 10 years.

"We have been flying on this planet for only 63 years," Thompson says, "and we are now planning to send an astronaut to the moon. This is a long way to go in 63 years, but we still don't know all the answers." ★★



Today, Thompson is an insurance man in Nashville

William J. Roberts

1944

Tactical Reconnaissance

Pilot

Ninth Air Force(?)

SOUTH PACIFIC

FOO FIGHTERS

1447

my
ok'd
no

Lee (let me know when OK'd)
this was dtd 9-11-50

Letters to the editor NICAP N/L

Gentlemen; I was a tactical reconnaissance pilot during WW II and can say with certainty that the explanations offered by Mr. Sidney Shallett in the SATURDAY EVENING POST (April 30, 1949) leave much to be desired. In fact I believe them to be a cover-up and a poor one too. Vertigo and hallucinations are not the answer; nor weather or cosmic ray balloons. I also remember discussing foo-fighters with various pilots who claimed to have been out-manuevered by them in the ETO. These were thought to be a German secret weapon which would explode when in close proximity to enemy aircraft.

More recently I recalled to mind a session I had with a Major Koser who flew in the South Pacific. Major Koser told of crews on night flying bombers who spotted "lights" pacing their aircraft. When their gunners fired at these lights they went out. Far as I know the crews figured these to be Japanese jets but this was later discarded because the lights were seen too far from Jap bases and no aircraft carriers were in the vicinity.

Sincerely,
William J. Roberts

1 of 2
NO
DATE
WJ-R