

Don Driscoll

Ninth Air Force

January or February 1945

GERMANY,

CEI

F

1945

NICAP

Cheyenne Wyoming State Tribune, Monday, June 30, 1947 - p. 20:

FLYING DISCS RECALL MYSTERY IN WAR (Paraphrased)

(Don Driscoll, flying with the Ninth Air Force over Germany during the winter months of 1945--January & February--was flying ~~on~~ a mission one morning and saw several shiny, spherical objects hanging in the air only a few ~~feet~~ hundred feet and below the plane.

(He noticed small flashes from the sun reflecting off them.)

(One pilot in the flight drew closer and described them as glass balls; the objects were all at the same altitude.)

(Reports were made out to air intelligence.)

(Reported seen by others several times in different locations.)

(One week after his first experience, he again saw three objects in the shape of the three feathers, in the three feathers whiskey ad. He drew near them, but they remained motionless.)

II-MIA
Driscoll
2-45
02
1-45

Ralph Bayer

Aircraft Maintenance

2nd Air Force Headquarters

Colorado Springs, CO

February 1945

REC-945

16
pls return to Ret

RECEIVED
JAN 29 1962
RECEIVED

2 - mid-45
~1000L
UM

23 January, 1962
Pomona, Calif.

National Investigations
Committee on Aerial Phenomena,
1536 Connecticut Avenue,
Washington 6, D. C.

Gentlemen:

For a number of years now I have been interested in your program, but have hesitated to take any active part in it due to my employment in the aircraft and missile business. Having read Mr. Don Keyhoes latest book, I have decided to relate an occurrence which happened to me during my service in the Air Force in 1945. see below

A/C
C-47

I was a staff sgt. in the aircraft maintenance section at 2nd Air Force Headquarters in Colorado Springs at the time. My assignment involved traveling from base to base as part of a bombsight and autopilot standardization program. On the trip from Davis Monthan Field, Tucson, Arizona to El Paso, TX (Biggs Field) I was riding passenger with a group of some 5 or 6 officers and men in a C-47. The flight east was routine and we were just entering the pass before letdown to Biggs when I was looking out the left-hand forward cabin window to see the patchy snow on the north slope of the pass. Our plane made the turn to the south and just as we entered the pass I observed an oncoming aircraft to our left and about 300 yards below our altitude. The object progressed very rapidly out of sight under the wing and I was able to stand up and view its departure momentarily from the rear windows. All told, the object was in view less than 5 seconds. In that time I had the following impression: (a) The object was about 30 feet long and a dull, flat grey in color. (b) It traveled in a straight and level manner without any deviation from its course until it was lost from sight in the distance. (c) It was not more than 500 feet above the ground at the time it passed over the pass below us. (d) No contrail or exhaust was noticed. (e) The fuselage or hull presented an absolutely unbroken expanse of smooth cylindrical, featureless surface. No wings, windows, or tail surfaces were noted. (f) The general appearance was that of an open ended, thick walled section of sewer-pipe.

At least two of the other passengers noted the device, but were unsure as to its identity and declined to pursue it in conversation. One offered the opinion that it might have been an experimental ram-jet device from the White Sands area. (This seemed very unlikely since it was traveling approximately northeast from some place near Deming or Columbus, New Mexico)

I realize that this data is not worth much at this late date and without supporting witnesses. I could not say with accuracy the day, but it was a wintery morning probably in mid-February. The time of day was probably 10 or 11 am and the weather CAVU.

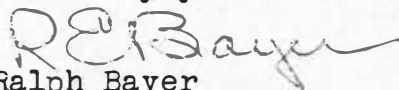
1945

EL PASO, TX

I recall that I mentioned the sighting to the flight crew upon landing at Biggs, but they had no comment and rather than pursue the incident, I permitted the matter to drop. I did not get any of the names of any of the other individuals aboard the plane that morning and in fact, I pretty generally forgot the whole event until years later when the rash of saucer sightings and "space ship" contacts brought my attention back to it.

I am employed as a senior test engineer at the General Dynamics/Pomona plant and have been active in the field of missile and aircraft flight testing and design for 20 years. My present job as a member of a systems management team for an Army weapon system program is sensitive enough that I must request your discretion in treating this report in a confidential manner. Please feel free to contact me at my home address if any further information is required.

Sincerely yours-


Ralph Bayer

RH
Handwritten initials and scribbles in the top left corner.

January 31, 1962

1945 sighting

copy, copy

Dear Mr. Bayer:

Thank you for your good letter of January 23 recounting your 1945 UFO sighting while in the Air Force.

Major Keyhoe has requested that I ask you for permission to publish or otherwise use the report, provided we delete your name and any identifying de-tails.

We have quite a number of active members in the aviation industry in California - some are associated with our Los Angeles Subcommittee (c/o Mrs. Idabel Epperson, 3790 So. Harvard Blvd., Los Angeles 18).

We will consider the information you submitted to be confidential as you requested.

Sincerely yours,

Richard Hall
Secretary of NICAP

RH:d

John G. Norris

A Company, 44th Armored
Infantry Battalion

6th Armored Division

U.S. Army

March 25, 1945

1945
JOHN G. NORRIS
Lake Villa, Illinois

Germany
RECEIVED 11 1965
June 10, 1965

Mr. Sherman Larsen
Glenview, Illinois,

Dear Mr. Larsen,

I was very interested and very pleased to hear your comments on WBBM today. I was unaware that there was a serious group taking sustained interest in the UFO mystery.

There are four things on my mind in this connection:

1) If it would be useful to your research, I would like to have the forms that you use for recording sightings, so that I could give you two observations, one in Germany and one in a small town near here.

2) In 1957 or 1958, a French writer named Michel Ainé, made a study of sightings of flying saucers and cigars and published his results in a book that I assume you are familiar with: MYSTERIOUS OBJECTS CELESTES. I was sufficiently impressed with his work to check some of the more improbable-sounding items and found them to be quite accurate. Although I did not make anything like a thorough double check of the book as a whole, I have no reason to doubt either its sincerity or its accuracy.

fleets of among other findings, M. Ainé identified the elements of a consistent pattern in the movements of the flying objects -- in that their movements appeared to radiate from a central hub, the angular measurements between whose radii remained constant day after day, even though the hub was displaced from point to point on the ground from day to day, and the radial network rotated a certain number of degrees from day to day.

At the time that I read M. Ainé's work, I assumed, perhaps mistakenly, that some interested group would carry out an analysis of this pattern of movement for the purpose of determining: a) whether in fact this consistent system of motion was an efficient search pattern, and b) in the event that it was, what conclusions or reasoned conjectures could be made as to the sort of thing sought (various search patterns having various uses depending on the known or assumed characteristics of the thing being sought). I have never heard that such an analysis was carried out, and although I am now in position to initiate such an analysis, I cannot locate a copy of the book.

Could you or your organization: a) let me know what you know about the usefulness of the idea expressed above, and b) suggest where I might get a copy of the book in question, which is out of print and unobtainable through the usual bookstores.

3) I understood from the radio program that pictures of UFOs were available through you, and I would like to know how to get them.

4) There was mention of a recent book on the present status of the UFO mystery. I did not catch the title, but would like to know where to get this book.

Sincerely yours,
John G. Norris
John G. Norris

JOHN G. NORRIS
Lake Villa, Illinois

July 20, 1965

Mr. Sherman J. Larsen, President
NICAP Chicago Affiliate
2926 Applegate Road
Glenview, Illinois 60025

Dear Mr. Larsen,

In reply to Mrs. Thulstrup's letter of July 12, I am returning the two UFO Report forms with details of two sightings from several years back. I hope these will be useful.

I am sorry to learn that NICAP cannot help me locate a copy of the book Mystérieux Objets Celestes. I have got a copy of the English translation, but since the text has been altered in translation and a good deal of material omitted from the English version, it is worthless for the sort of analysis I mentioned in my earlier letter of June 10.

Finally, there is another report of a sighting that your organization should try to get hold of if it doesn't already have it. The man who could supply the necessary details is M. Willem Deswarte, Directeur-Générale, Sabena Belgian World Airlines, Sabena Terminus Building, Brussels 1, Belgium.

In brief, the story, as I learned it from him the day of its occurrence, (I was a consultant to Sabena at the time) is as follows:

There were at that time (1954) daily flights of Sabena planes between Brussels and Léopoldville in the Congo. One plane took off from Brussels and another from Léopoldville at about the same time, heading in opposite directions, passed each other over the African desert (at different altitudes and longitudinal corridors, of course), and arrived at their destinations at about the same time. While in flight, each plane was in radio contact with one or another of a succession of ground control points but not with each other.

One day, over the Sahara, the pilots, crew, and passengers of both planes made simultaneous, but independent, sightings of an UFO and reported this to their respective ground control stations. The pilots and navigators of each plane took appropriate sightings, noted times, speeds, directions of apparent travel and the like from which computations were made showing that the two groups of people had sighted the same object and agreed in detail on its appearance and behavior. Its path over the ground was fixed with precision by reference to cloud formations which alternately hid it from view and exposed it to view. This knowledge in turn allowed the observers to convert its observed angular displacement into an accurate expression of true speed.

The two independent reports agreed perfectly and were supported by the observations of the many passenger-witnesses. I should think that this would be a valuable bit of documentation, and I should think that Sabena would make it available to a serious group.

Sincerely yours,

John G. Norris

RECEIVED SEP 9 1965

NATIONAL INVESTIGATIONS COMMITTEE ON AERIAL PHENOMENA

1536 Connecticut Avenue N. W.

Washington 6, D. C.

North 7-9434

REPORT ON UNIDENTIFIED FLYING OBJECT(S)

This form includes questions asked by the United States Air Force and by other Armed Forces' investigating agencies, and additional questions to which answers are needed for full evaluation by NICAP.

After all the information has been fully studied, the conclusion of our Evaluation Panel will be published by NICAP in its regularly issued magazine or in another publication. Please try to answer as many questions as possible. Should you need additional room, please use another sheet of paper. Please print or typewrite. Your assistance is of great value and is genuinely appreciated. Thank you.

1. Name **John G. Norrial** Place of Employment **Self-employed**
Address **Lake Villa, Ill.** Occupation **International business consultant.**
Telephone _____ Education **BS Columbia Univ.**
Special Training **-**
Military Service **3 yrs. WW II, US and Europe**
2. Date of Observation ²⁵ **March 1945** Time **2300** AM PM **PM** Time Zone
3. Locality of Observation **Autobahn between Mannheim and Darmstadt.**
4. How long did you see the object? Hours **5** Minutes Seconds
5. Please describe weather conditions and the type of sky; i.e., bright daylight, nighttime, dusk, etc. **Night, overcast hid the moon, no fog.**
6. Position of the Sun or Moon in relation to the object and to you. **Had the moon been visible it would have been behind me as I looked at the objects.**
7. If seen at night, twilight, or dawn, were the stars or moon visible?
No.
8. Were there more than one object? **Yes.** If so, please tell how many, and draw a sketch of what you saw, indicating direction of movement, if any. **Attached.**
9. Please describe the object(s) in detail. For instance, did it (they) appear solid, or only as a source of light; was it revolving, etc? Please use additional sheets of paper, if necessary. **Attached.**
10. Was the object(s) brighter than the background of the sky? **Yes.**
11. If so, compare the brightness with the Sun, Moon, headlights, etc. **About the brightness of a full harvest moon on a clear night.**
12. Did the object(s) — (Please elaborate, if you can give details.)
 - a. Appear to stand still at any time? **Yes, momentarily.**
 - b. Suddenly speed up and rush away at any time? **No.**
 - c. Break up into parts or explode? **No.**
 - d. Give off smoke? **No.**
 - e. Leave any visible trail? **No.**
 - f. Drop anything? **No.**
 - g. Change brightness? **No.**
 - h. Change shape? **No.**
 - i. Change color? **No.**
13. Did the object(s) at any time pass in front of, or behind of, anything? If so, please elaborate giving distance, size, etc, if possible. **Yes. In front of and behind various trees. Objects were from 20 to 100 yards away.**
14. Was there any wind? If so, please give direction and speed. **No.**
15. Did you observe the object(s) through an optical instrument or other aid, windshield, windowpane, storm window, screening, etc? **Yes.** What? **I observed them with and without field glasses (7 X 35)**
16. Did the object(s) have any sound? **No.** What kind? How loud?
17. Please tell if the object(s) was (were) —
 - a. Fuzzy or blurred. **No.**
 - b. Like a bright star. **No.**
 - c. Sharply outlined. **Yes.**

18. Was the object —

- a. Self-luminous? Yes. They glowed a yellow-orange.
 - b. Dull finish?
 - c. Reflecting?
 - d. Transparent?
- Couldn't tell.

19. Did the object(s) rise or fall while in motion? Yes.

20. Tell the apparent size of the object(s) when compared with the following held at arm's length:

- | | | |
|------------|------------------|---------------|
| a. Pinhead | d. Nickel | g. Orange |
| b. Pea | e. Half dollar | h. Grapefruit |
| c. Dime | f. Silver dollar | i. Larger |

Or, if easier, give apparent size in inches on a ruler held at arm's length. One inch.

21. How did you happen to notice the object(s)? Attached. Noticed their light in the darkness.

22. Where were you and what were you doing at the time? Attached. Digging a fox-hole.

23. How did the object(s) disappear from view? Passed behind increasingly dense forest until lost from view.

24. Compare the speed of the object(s) with a piston or jet aircraft at the same apparent altitude. No comparison. These travelled at speeds of one to ten feet per second.

25. Were there any conventional aircraft in the location at the time or immediately afterwards? If so, please elaborate.

No.

26. Please estimate the distance of the object(s). First seen at 100 to 150 yards, seen as close as 20 yards, passed out of view at 50 to 100 yards.

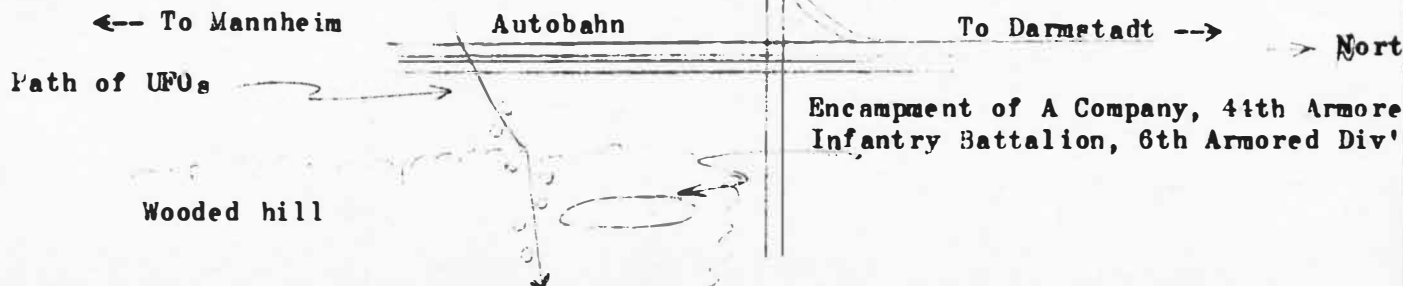
27. What was the elevation of the object(s) in the sky? Please mark on this hemisphere sketch:

They were between 50 and 100 feet in the air.

28. Names and addresses of other witnesses, if any.

I don't have them, but they could be found: US Army records.

29. Please draw a map of the locality of the observation showing North; your position; the direction from which the object(s) appeared and disappeared from view; the direction of its course over the area; roads, towns, villages, railroads, and other landmarks within a mile.



30. Is there an airport, military, governmental, or research installation in the area? One glider port at that time. Various combat installations.

31. Have you seen other objects of an unidentified nature? If so, please describe these observations, using a separate sheet of paper.

Attached.

32. Please enclose photographs, motion pictures, news clippings, notes of radio or television programs (include time, station and date, if possible) regarding this or similar observations, or any other background material. We will return the material to you.

None.

33. Were you interrogated by Air Force investigators? By any other federal, state, county, or local officials? If so, please state the name and rank or title of the agent, his office, and details as to where and when the questioning took place.

No.

Were you asked or told not to reveal or discuss the incident? If so, were any reasons or official orders mentioned? Please elaborate carefully.

No.

34. We should like permission to quote your name in connection with this report. This action will encourage other responsible citizens to report similar observations to NICAP. However, if you prefer, we will keep your name confidential. Please note your choice by checking the proper statement below. In any case, please fill in all parts of the form, for our own confidential files. Thank you for your cooperation.

You may use my name. (X)

Please keep my name confidential. ()

35. Date of filling out this report: July 19, 1965

Signature:

John Glenn

Attachment to amplify Questions 8, 9, 21 and 22

Within a few days of the taking of the bridgehead at Remagen, elements of the 6th Armored Division crossed the Rhine on a pontoon bridge north of Mannheim and turned north toward Darmstadt along the Autobahn. At the end of that day's movement, we dug in on the eastern side of the Autobahn on a wooded knoll overlooking the Autobahn and a bombed-out overpass, where a black-top road had crossed at right angles to the Autobahn.

Between 10 and 11 o'clock in the evening, I observed 6 or 7 objects obliquely approaching our position through the air. The objects were circular in my view of them and could well have been spherical. They glowed steadily with a bright yellow-orange color and were about as bright as a full harvest moon. Several other men in the area were awake and saw these objects and wakened their buddies who also saw them. The light from these objects was sufficient to cast distinct shadows behind the trees and to show the whereabouts of two men some thirty feet away who were not in their foxhole at the time.

The objects moved along roughly parallel courses which brought them across the Autobahn from the west at an altitude of about 150 feet. As a group, they lost altitude as they moved, so that they were at treetop level or a little below as they passed our position.

At first, we assumed these objects to be some sort of unfamiliar flare but soon realized that they were not flares because: 1) Though the light they gave off was visible and annoying to us, it was hardly bright enough to have been useful to an airborne or distant observer; 2) They did not drift down to the ground as a parachute-supported flare does, but followed a transverse course without the aid of any wind or breeze; 3) Although the group followed a fairly well defined path, the individual objects were not fixed with relationship to each other or with relationship to the general path, but moved upward, downward, back along the flight path, and forward as if individually controlled.

Their deliberate hither-and-yon behavior suggested intelligent probing and gave one the sensation of being peered at. The men, who were by now all watching these objects, crouched lower in their foxholes; those who had got out of their foxholes moved cautiously keeping in the shadows (which were themselves moving, of course) of trees.

The path of these objects carried them into full visibility from time to time and then into partial or complete obscurity behind tree tops. Within 5 or 6 minutes of our first seeing the objects, they were totally hidden from view by the forest -- somewhat denser in the direction of their flight than in the area where we were dug in.

The following morning, by sighting in the same directions and from the same position, I was able to determine that the objects must have passed behind certain trees and in front of certain others and could thus make a close estimate of their actual distance and hence of their true size and speed. They were 3 or 4 feet in diameter and moved soundlessly at speeds of from one to perhaps ten miles per hour.

About 30 men saw them clearly and agreed on what they had seen when, following their disappearance, the men discussed this phenomenon.

RECEIVED 9 1952

Robert Crawford

U.S. Army Transport

DELAROF

March 1945

(another sighting November
1957)

RECEIVED
SEP 26 1959
RHR

100
Frank
Samp
Sept 24
Oregon Clip
FBI office UFO
9-26-59
RUV


September 14th, 19 59.

Mr. Richard Hall.
Secretary of NICAP.
1536 Connecticut Ave. NW.
Washington 6, D. V.

Dear Mr. Hall:

Herewith attached is a report on two U. F. O.
sightings made by one of my friends. I doubt that either sighting
has been published or made known before.

Sincerely,


N. N. Kohanowski.

TWO U. F. O. SIGHTINGS, reported by Mr. Robert Crawford,
a consulting geologist, 927 North 25th Street, Billings,
Montana.

Mr. Crawford is one of my former students who graduated from the University of North Dakota in 1952. Passing through this State, he has stopped to see me. In a course of conversation on what each one of us has been doing in the past three years, I have asked him if he had ever seen any U. F. O.'s. The following is the essence of his two sightings. Generally he is reluctant to talk about these since people "might take him wrong". However, he said to be willing to certify to the veracity of his observations. He himself believes that there is more than meets the eye in a way of extra-terrestrial visits.

The first of these sightings was in March of 1945 when he served as a sailor on the ship U. S. A.T. Delarof during the World War II. He and 13 other sailors of the ship have seen a dark sphere (as seen against the setting sun) break out of water just south of Aleutian islands in the gulf of Alaska. The sphere rose rapidly, circled the ship and then flew away. At the time, the sphere was thought to be some secret weapon of either Japanese or Germans. The report, signed by all 14 sailors, was duly filed in an appropriate office in Washington, D. C. (probably under Enemy's Secret Weapons). As Mr. Crawford recalls now, the sphere was seen at a probable distance of $\frac{1}{2}$ a mile (estimates of others ranging from a $\frac{1}{4}$ to 2 miles). Although it is difficult to judge distances and dimensions while at sea, he thinks that the sphere must have been some 400 ft. in diameter.

The second observation of his was made in November 1957. A bright light changing successively from red to orange to yellow has been seen over the Bearpaw Mtns in Montana. It has been simultaneously observed at Bozeman, Livingston and Chinook. Mr. Bob Kullberg, the partner of his, had seen the same light from the top of Cutback mountain.



1945, March

September 28, 1959

Robert Crawford
Billings, Montana

For follow-up
to Navy Rept
re: Black sphere
sighted by 14 sailors
to Alaska Peckham
Oct 16 '57
to Ann
p. 10 19 Oct 59

Dear Mr. Crawford:

Prof. N.N. Kohanowski has kindly sent us a brief description of two UFO sightings you mentioned to him on a recent visit. We would be very interested in obtaining as many details about these cases as you can recall, and two report forms are enclosed for that purpose.

The 1945 sighting of a black sphere is of particular interest because of its early date, as compared to the publicized advent of "flying saucers" in 1947, and the nature of the report.

The November 1957 report, as you may know, occurred during an intensive period of UFO sightings all over the world. If you are able to recall the date, we might be able to correlate it with other reports; however, we would like to have the report regardless.

If you are personally interested in the work of this committee, I would be happy to send you information about our activities. Our approach is as scientific as possible under the circumstances, and we are eager to attract scientists.

Sincerely yours,

Richard Hall

Richard Hall
Secretary of NICAP

RH/h

October 9, 1959

The Military Sea Transport Service
Department of the Navy
Washington 25, D.C.

Gentlemen:

This letter is written in request of further information concerning an incident witnessed by members of the crew of the U.S.A.T. Delaroth during World War II.

According to our files, sometime during the month of March 1945 when the Delaroth was in Alaskan waters, 14 sailors in the crew saw a large spherical object break out of the water and rise rapidly into the air. It circled the ship and then flew away. The object appeared to be dark (against the setting sun) with its distance from the ship variously estimated to have been from $\frac{1}{4}$ to 2 miles. One witness who estimated the distance to have been $\frac{1}{2}$ mile arrived at an approximate dimension for the sphere of 400 feet.

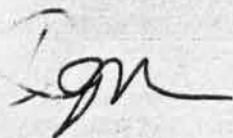
At the time of the sighting the observers assumed the object to be some sort of secret weapon of either the Germans or Japanese. A written report signed by all 14 sailors was sent to Washington, D.C.

Our Committee would very much appreciate any information you may be able to provide in this matter and we would particularly like to obtain a complete copy (photostat, etc. which of course we will be happy to purchase) of the report as filed by the 14 sailors and any other witnesses to this event.

Thank you for your cooperation.

Sincerely yours,

Richard Hall
Secretary, NICAP





DEPARTMENT OF THE NAVY
MILITARY SEA TRANSPORTATION SERVICE
WASHINGTON 25, D. C.

3- -45
SUNSET
March 1945
ADDRESS REPLY TO COMMANDER
MILITARY SEA TRANSPORTATION SERVICE
NOT TO THE SIGNER OF THIS LETTER
REFER TO

PACIFIC
OCEAN
Alaska

15 October 1959

Richard Hall, Secretary
National Investigations Committee on
Aerial Phenomena
1536 Connecticut Avenue, N. W.
Washington 6, D. C.

Dear Mr. Hall:

Your letter of October 9 with reference to an incident witnessed by the crew of the U. S. A. T. DELAROF in March, 1945, has been referred to our office for reply.

The Navy's Military Sea Transportation Service did not come into being until October 1949. I have, however, checked with the Army Transportation Corps and understand that during part of World War II the DELAROF was operating as an inter-island troopship in the Alaskan Theater. The ship was under charter from the Alaskan Packers Association, Incorporated, which company operated out of San Francisco.

The Army Transportation Corps has no record of the incident you describe, and assumes that if such a record had been sent to Washington it probably would have been directed to Army Intelligence; also, that any such report would be classified.

Sorry that we couldn't be of more assistance.

Sincerely,

Jean C. Clarcken
Public Information Office

SEE: Kolanowski, N.N. file.

October 16, 1959

Alaskan Packers Association, Inc.
215 Fremont Street
San Francisco, California

Gentlemen:

We would appreciate any information you may be able to provide concerning a ship named the DELAROF. It is our understanding that this vessel was used as an Army transport during World War II under charter from your firm.

Our interest in this matter stems from a reported aerial phenomena seen by 14 members of the crew of the DELAROF at sunset, sometime during the month of March, 1945 when the ship was in Alaskan waters. If possible, we would like to get in touch with the captain or other members of the ship's company who may have been witness to the incident. In addition we would also like to locate the ship's log for this period.

It is realized that since the war was still underway at this time, your records with regard to the DELAROF may be meager at best; however, any assistance you can give us in this case will certainly be appreciated.

Thank you for your cooperation.

Sincerely yours,

Richard Hall
Secretary, NICAP

ARMY, P10

October 19, 1959

Chief of Public Information
Department of the Army
The Pentagon
Washington 25, D.C.

Dear Sir:

We would like to obtain further information concerning an incident that was witnessed by members of the crew of the U.S.A.T. DELAROF sometime during the month of March 1945.

According to our files, when the DELAROF was in Alaskan waters (March, 1945) 14 sailors in the crew saw a large spherical object break out of the water and rise rapidly into the air. It circled the ship and then flew away. The object appeared dark against the setting sun. Its distance from the ship was variously estimated to have been from $\frac{1}{4}$ to 2 miles. One witness (the source of our information and who now is a professional geologist) estimated the distance to have been $\frac{1}{2}$ mile with an approximate dimension for the sphere of 400 feet.

At the time of the sighting the observers assumed the object to be some sort of secret weapon developed by either the Germans or Japanese. A written report signed by all 14 sailors was sent to Washington, D.C.

The Military Sea Transportation Service has informed us that they checked with the Army Transportation Corps and the latter states they have no record of this incident. Furthermore the ATC is quoted as saying that if such record was sent to Washington it probably would have been directed to Army G-2 and would still be classified.

It is our understanding that according to the program of declassification, under the direction of Rear Admiral Hoskins, U.S.N.(ret.), that all documents classified prior to 1947 are to be declassified with the exception of war plans, matters of an intelligence or counter intelligence nature, and personnel files.

Considering our informant, we have no doubt that he and the others observed the incident described or that a report was submitted to Washington.

If Army G-2 has no record of this incident, perhaps you could suggest some other office that may be able to aid us. It would be a real help if we could be put in contact with either the skipper or others who were members of the ship's company at that time. Also, the ship's log for that period should contain an entry of the phenomenon.

Any assistance you may be able to provide us in this matter will be greatly appreciated.

Sincerely yours,

Richard Hall
Secretary, NICAP

A handwritten signature in cursive script, appearing to read 'R. Hall', is located in the lower-left quadrant of the page.



HEADQUARTERS
DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF INFORMATION
WASHINGTON 25, D. C.

26 October 1959

RECEIVED
OCT 27 1959
Rut

Old 1/11/11

Mr. Richard Hall
Secretary
National Investigations Committee
on Aerial Phenomena
Washington 6, D. C.

Dear Mr. Hall:

This will acknowledge receipt of your letter of October 19, 1959, requesting information concerning an incident that was witnessed by members of the crew of the U.S.A.T. DELAROF sometime during the month of March 1945.

Your letter has been referred to the Office of the Assistant Chief of Staff, Intelligence with the request that that office reply to you direct.

If we can ever be of any further assistance, please do not hesitate to call upon us.

Sincerely,

PAUL A. CONLIN
Lt Colonel, Arty
Acting Deputy Chief
Public Information Division

CHIEF OF INFORMATION
CHIEF OF STAFF
OFFICE OF THE CHIEF OF INFORMATION
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RECEIVED
OCT 28 1959

Vance R. Stewart
Pfaffenthal, Luxembourg
March(?) 1945

(V. K. Stewart)

P10

NR

23

3

July 28, 1952

Chief of Intelligence
Department of the Army
Washington 25, D. C.

Dear Sir:

Recent newspaper articles concerning so-called "flying saucers" and/or mysterious flying lights prompts this letter.

From December until May 1945 I was assigned to Headquarters Detachment, Radio Luxembourg, PW-D-SHAEP, located at Luxembourg City, Luxembourg. At that time I was a T/Sgt and Army Serial No. was 35145027. We were quartered in what I believe was known as the ALMI uniform factory located at Pfaeffenthal, Luxembourg, either a suburb or part of Luxembourg City.

Sometime from January to April 1945, I believe it was in March, I left the ALMI uniform factory in Pfaeffenthal, at about 7:30 PM, in company with another enlisted man and walked back to the Radio Station in Luxembourg City, as we were on duty that night. Believe the other party was a PFC or CPL who was either working in the record library or some sort of a supply organization set up at Radio Luxembourg, not Radio Luxembourg Detachment supply. I cannot recall his name.

As we reached the top of the hill and started downtown to Radio Luxembourg we both observed a loud report and turned toward Germany from which the sound appeared to originate. A second or so later we observed what we thought was the trail of a V-2 rocket. We observed this trail or light which appeared to traverse a curvature of approximately 180 degrees before it disappeared across the opposite horizon, of course we turned and watched its course. Now it seems that it took from 3 to 5 seconds for it to travel the apparent 180 degrees. At frequent intervals after that for several minutes we heard the reports, seemingly as loud as a 155 howitzer, and then observed the lights or trails in the same manner as reported above. We were puzzled by hearing the reports and observing the light or trail a second or so later as it appeared that by the time we saw same it was travelling faster than the speed of sound. The zenith appeared some distance behind us toward France or England, and the light appeared to be originating not too far in Germany, as I believe Trier was some 12 or 15 miles away, and they appeared no farther than that. To the best of my recollection we observed from 15 to 30 of them at intervals of something like 5 to 15 seconds. They were only observed at this one time as far as reports being made, and either I or both of us reported same to a Lieutenant in Radio Luxembourg Detachment and when we mentioned the fact that we heard the sound first before observing the trail or light he told us to forget about it as we evidently had been drinking or could not recall the details correctly. We had not been drinking as I feel certain we at that time recalled the details correctly because we both commented to each other on the unusual speed of the light or trail and the fact that we had heard the sound first. As I recall approximately 10 to 15 degrees of the light or trail was visible during any one glimpse and we had to turn each time to observe the zenith as well as the downward trail. Also there seemed to be considerable acceleration on the downward path. Also the width appeared to be uniform throughout the apparent 180 degree and it

had the appearance of light although it might have been a rocket trail..

At the time we observed same there were no searchlights in operation in that area and do not believe there had been any since December. We were both familiar with the appearance of searchlights at night and I have yet to see one that through light through a curvature of approximately 180 degrees, said light becoming disjointed in sections of 15 to 30 degrees throughout the curvature. It is my understanding that light travels in a straight line and cannot be distorted from the normal.

As I recall these lights or trails were travelling in a direction nearly east to west, how many degrees off I do not recall but probably not many.

As stated above report was made verbally in 1965 on this observation, but in view of the recent newspaper articles concerning flying saucers and lights thought the above information might be of some value.

Sincerely,

Vance R. Stewart

Kit F. Williams

Acting Squadron Leader

Royal Air Force

April 25, 1945

4-25-45
09452

FM

Richard Haines <narcap6@gmail.com>

BRITISH
A/C

[nicapresearch] Pilot report - Germany - 1945

5 messages

Keith Basterfield keithbasterfield@yahoo.com.au [nicapresearch]
<nicapresearch@yahoogroups.com>
Reply-To: nicapresearch@yahoogroups.com
To: "nicapresearch@yahoogroups.com" <nicapresearch@yahoogroups.com>

Sun, Nov 13, 2016 at 11:07 PM

over

I have been listening to audio recordings made by the late James E McDonald during his visit to Australia in 1967. One of the recordings concerned a 1945 pilot sighting over Germany in 1945. A summary of the interview on CD 51, tape reference 3T16S1 follows:

"At the time of the sighting Kit Francis Williams was an Acting Squadron Leader in the Royal Airforce (RAF), England. Kit was in the 617 Bomber Squadron based at Woodall Spa, East Lincolnshire, England.

The sighting occurred on the 25 April 1945 while on a bombing mission for Bomber Command's Special Duties Squadron. Kit was the pilot of the Avro Lancaster bomber, that was the wing finder toe in the flight group. This was the final bombing mission of the Squadron in the Second World War. The mission comprised 25 to 26 aircraft, and had been tasked to bomb, 'Hitler's hideout, Berchtesgaden,' this was Hitler's mountain retreat and headquarters at Obersalzberg, in the Bavarian Alps, Germany. These headquarters were also known as the Berghof (residence).

The UFO incident occurred at 9.45 GMT just after a turn near Kaiserslautern, Germany on the final approach to Berchtesgaden. The Lancaster was at an altitude of 16,500 feet (5030 metres), the sky was clear below and there was a solid cloud cover at 18,500 feet (5640 metres). The nearest aircraft would have been two miles (three kilometres) to the port. The main bomber group, referred to as the, 'Gaggle' would have been ten to fifteen miles (16 to 24 kilometres) behind. Kit, who was the pilot, witnessed, without warning, what he described as, 'Like a great blanket, a woolly blanket,' that may have been four to five miles wide (six to eight kilometres). Kit explained that it, 'Seemed to fill the whole of the windscreen,' and the colour was grey/brown like, 'An old army type blanket.'

The object appeared to be moving in the vertical direction past the windscreen of the aircraft, and was gone, 'In an instant.' Immediately following this sighting, the only bomb in the aircraft broke loose, from its mounting, and, 'Crashed,' through the bomb bay door and out of the aircraft. The bomb was a 12,000 pound (5443 kilograms) armour piercing type, known as a, 'Tallboy.' Kit could hear and feel the vibration of the bomb crashing through the bomb bay doors.

At the same time as the bomb loss, the electrical power in the aircraft failed. This resulted in the four propeller engines losing power and therefore the aircraft could not be properly trimmed from the lift caused by the bomb's weight loss. All four engine revolution counters started to drop and all other electrically powered instruments ceased to function.

Kit said during the interview that it was, 'Obvious that my electrics had gone,' and they were losing height. The emergency action plan was commenced where the inboard port engine was, 'Feathered,' the other three engines continued, 'Windmilling.' The, 'Feathered,' engine was locked in its starting position and then started using the backup battery power system on the aircraft. The three other engines were successfully started using the same technique since, 'Windmilling,' engines could not be started without first being, 'Feathered.' The aircraft had dropped 4000 feet (1220 metres) to an altitude of 12,000 feet (3658 metres) due to the power loss.

At the same time as Kit was working on starting the first engine when he, 'Thought he had hit his head on something,' and a, 'Sudden sensation of a pounding headache,' this sensation continued. Due to the damage caused by the detached bomb, the bomb bay door could not be closed, apart from that there appeared to be no other damage to the aircraft. The other aircraft in the group continued with their bombing mission. Kit's aircraft returned to the base in England, since they were now without a bomb.

Another aircraft in the group apparently saw the bomb being dropped from Kit's aircraft and the loss of altitude, they did not see anything else, such as, the unidentified object.

Since the headache occurred, Kit was having difficulty getting his reflexes working normally and having to

think about an action before its execution. Kit noticed that the Engineer and the Bomber appeared to be having the same experience, of a headache. Kit commented that the Bomber, 'Gave the impression that someone had walked up behind him, and slapped him hard, between the shoulder blades,' adding that the Engineer had the same expression. After taking to all the crew he confirmed that they all had the same type of headache. The headaches were so debilitating that they were all taking a variety of pain relief medication that were in the emergency kits in the aircraft.

Because of the condition caused by the headache, Kit had not been able to land the aircraft successfully and ran off the runway at the end, and onto a grass verge. After landing their Lancaster in England an ambulance was waiting for them.

At the time of the incident, Kit was 19 years old, the eldest of the flight crew, the Navigator, was 26 years old.

Kit told McDonald that after landing the crew and himself were taken for medical treatment and interrogation, over a period of eleven days. They were first transferred to the base hospital then to Wokingham, England. Following this, to the 'Guinea Pigs,' hospital at Rauceby RAF, where all the medical specialists were located. They were finally moved to High Wickham, Bomber Command headquarters and then to the MI9 Enemy Intelligence and Interrogation Centre. The medical treatment consisted of various tests and the taking of medications to mitigate the headache, none of these treatments were successful. Kit commented that he was in a poor state of health because of the incident.

Kit said on the eleventh day is, 'When the headache dispersed.' Kit had found out that all the air crew, except the rear gunner, had ceased having headaches on the same day, within 12 hours of each other. The Rear Gunner took three weeks for the headache to dissipate.

The seven crew in the Lancaster were all different physical builds, and apparently that they were all equally effected by the headache. Kit commented to McDonald that he suspected that the unidentified object had caused the power loss in the aircraft, the headaches and loss of physical co-ordination.

Kit explained to McDonald that he knew of a similar event that occurred just after Christmas 1944 when a Hawker Tempest, piloted by John Dunk, lost power over the English Channel. The pilot had bailed out of the aircraft. Another similar event occurred in Nine Squadron during August 1944, when an aircraft lost power and the crew bailed out in the same area as Kit had lost power.

Kit claimed that there were other bomber crews at High Wickham Bomber Command, at the same time he was there. He noticed that these crews were taken to the same sections in the Command buildings and he therefore speculated that they may have been there because they had similar experiences while flying.

Kit witnessed one other sighting on the 1 January 1955 in the central highlands of Malaysia. He, 'Was advised that there was a peculiar aircraft flying around the area.' Therefore, he climbed, with others, at 'Fraser's Hill,' to observe the unidentified object. He was the Field Security Officer. He did not initially notice anything, but the Tamil who had seen the object previously, climbed a tree to get a better view. Kit said that the Tamil, 'Right out of the blue he started screaming his head off,' and came down the tree to point, and he observed, 'There was a puff, looked like a puff of green like smoke, like you would see from a smoke bomb.' The, 'Puff,' was six to seven hundred feet (180 to 210 metres) above the tops of the mountains. As it expanded Kit took several photographs until it dispersed over a period of six or seven minutes. The colour of the, 'Puff,' was described by Kit as being, 'Bright sea green.' Apparently, the Tamil has seen a flash of light before the, 'Puff.' At that time, he had the same feeling that the headache may reoccur, like the one he had in 1945. This discomfort lasted for about an hour and then dissipated. The Tamil had previously sighted the, 'Peculiar aircraft,' and described it as being like a flat shiny ball and without any noise.

Kit told McDonald that he resided at, Ortolan Avenue, Broadmeadows, Victoria. His telephone number was 309 2468.

Kit said that he had no lasting disability because of the incident in 1944. After leaving the hospital he commenced flying two weeks later with a doctor and another pilot on board to access his ability for flying. He later joined the Tiger Force, in Burma, and after that he worked at London University. He went to Japan after their surrender, at the end of the Second World War, and eventually moved to Australia.

When he had the second headache in 1955 he, 'Had the impression that one was around,' referring to the unidentified object.

Kit thought, at the meetings with other air crew, that talk of UFO activity is, 'Conspicuous by absence.' He also claimed that religious people are not comfortable with discussing the reality of UFOs."

Keith.

Posted by: Keith Basterfield <

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With 4.5 stars in iTunes, the Yahoo Mail app is the highest rated email app on the market. What are you waiting for? Now you can access all your inboxes (Gmail, Outlook, AOL and more) in one place. Never delete an email again with 1000GB of free cloud storage.

Clas Svahn clas.svahn@gmail.com [nicapresearch] <nicapresearch@yahoogroups.com>

Mon, Nov 14, 2016 at 1:43 AM

Reply-To: nicapresearch@yahoogroups.com

To: nicapresearch@yahoogroups.com

Hi Keith,

Are you sure about "High Wickham"? Isn't it High Wycombe? They would be pronounced the same but I have never heard of any High Wickham, High Wycombe I have visited several times.

Just wondering.

Clas S

[Quoted text hidden]

Posted by: Clas Svahn <

>

With 4.5 stars in iTunes, the Yahoo Mail app is the highest rated email app on the market. What are you waiting for? Now you can access all your inboxes (Gmail, Outlook, AOL and more) in one place. Never delete an email again with 1000GB of free cloud storage.

W. R. Krupa

U.S. Navy

Battle of Okinawa

April or May 1945

Wethersfield, Conn.

Oct. 31, 1960

RECEIVED
NOV 2 1960
RWH

Write:
mention DEK
WTH

Dear Sus,

As briefly as possible, here is some additional info on UFO.

Being a saucer skeptic, I've read many accounts of sightings + very little impressed. But I am amazed that nothing has ever been written on this particular episode.

It happened during the Okinawa campaign. Bojies were picked up on the battlewagon's radar at a considerable distance away coming in at tremendous speeds (in the six hundreds). We destroyers eventually picked up the raid on our radar and confirmed

the course + speed. Many other vessels in the task force also had contact. All ships were alerted to standby for something highly unusual, probably a Baka bomb attack, even though we knew the Bakas couldn't travel that distance.

Finally, visual contact was made.

The bogies turned out to be round bright golden balls flying one behind the other. They crossed from one end of the island to the other + disappeared

over the horizon.

We secured from general quarters confused + amazed; still not sure of what we saw. The time - bright, clear day. For more accurate details, I'm sure any one of the hundreds of ships' logs can provide this.

Thousands of us witnessed this phenomenon + to this day still wonder if it has ever been successfully explained.

Yours truly,
Will Krupa

Transcript

Oct. 31 1960

Dear Sirs,

As briefly as possible here is some additional info on UFO. Being a saucer skeptic, I've read many accounts of sightings + very little impressed. But I am amazed that nothing has ever been written on this particular episode.

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Yours truly,
Will Krupa

1945 - APRIL OR MAY

Recd NOV 28 1950 - MAR

NATIONAL INVESTIGATIONS COMMITTEE ON AERIAL PHENOMENA

1536 Connecticut Avenue N. W.

Washington 6, D. C.

North 7-9434

Nr Okinawa

4-OR-45
5-WW II

REPORT ON UNIDENTIFIED FLYING OBJECT(S)

This form includes questions asked by the United States Air Force and by other Armed Forces' investigating agencies, and additional questions to which answers are needed for full evaluation by NICAP.

After all the information has been fully studied, the conclusion of our Evaluation Panel will be published by NICAP in its regularly issued magazine or in another publication. Please try to answer as many questions as possible. Should you need additional room, please use another sheet of paper. Please print or typewrite. Your assistance is of great value and is genuinely appreciated. Thank you.

1. Name *W. R. KRUPA* Place of Employment *HOME*
Address *59 DOGWOOD RD.* Occupation *COM. ARTIST*
WETHERSFIELD, CONN. Education *PRATT INSTITUTE*
Telephone *JA 94803* Special Training
Military Service *NAVY*

2. Date of Observation *1945 APRIL OR MAY* Time *AM OR EARLY PM ?* Time Zone

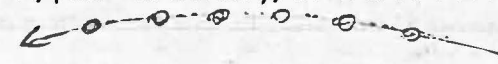
3. Locality of Observation *OFF OF OKINAWA DURING CAMPAIGN*

4. How long did you see the object? Hours *2* Minutes *(I THINK)* Seconds *BUT WE HAD IT ON RADAR FOR A LONGER PERIOD*

5. Please describe weather conditions and the type of sky; i.e., bright daylight, nighttime, dusk, etc. *PERIOD*

6. Position of the Sun or Moon in relation to the object and to you.

7. If seen at night, twilight, or dawn, were the stars or moon visible?

8. Were there more than one object? If so, please tell how many, and draw a sketch of what you saw, indicating direction of movement, if any. *SEVERAL* 

9. Please describe the object(s) in detail. For instance, did it (they) appear solid, or only as a source of light; was it revolving, etc? Please use additional sheets of paper, if necessary.

10. Was the object(s) brighter than the background of the sky? *BRIGHT GOLD BALLS*

11. If so, compare the brightness with the Sun, Moon, headlights, etc. *(brighter than the moon but not as bright as sun)*
(Please elaborate, if you can give details.)

12. Did the object(s) —
- a. Appear to stand still at any time? *NO*
 - b. Suddenly speed up and rush away at any time? *NO*
 - c. Break up into parts or explode? *NO*
 - d. Give off smoke? *NO*
 - e. Leave any visible trail? *NO*
 - f. Drop anything? *NO*
 - g. Change brightness? *NO*
 - h. Change shape? *NO*
 - i. Change color? *NO*

passed over island

13. Did the object(s) at any time pass in front of, or behind of, anything? If so, please elaborate giving distance, size, etc, if possible.

14. Was there any wind? *very little* If so, please give direction and speed. ?

15. Did you observe the object(s) through an optical instrument or other aid, windshield, windowpane, storm window, screening, etc? What? *BINOCULARS*

16. Did the object(s) have any sound? What kind? How loud?

17. Please tell if the object(s) was (were) — *WE WERE A LITTLE TOO FAR*

- a. Fuzzy or blurred. *NO*
- b. Like a bright star. *YES*
- c. Sharply outlined. *YES TO THE EXTENT THEY WERE ROUND*

18. Was the object —

- a. Self-luminous?
- b. Dull finish?
- c. Reflecting?
- d. Transparent?

19. Did the object(s) rise or fall while in motion? *NO*

20. Tell the apparent size of the object(s) when compared with the following held at arm's length:

- | | | |
|------------|------------------|---|
| a. Pinhead | d. Nickel | g. Orange |
| b. Pea | e. Half dollar | h. Grapefruit <input checked="" type="checkbox"/> |
| c. Dime | f. Silver dollar | i. Larger |

Or, if easier, give apparent size in inches on a ruler held at arm's length.

21. How did you happen to notice the object(s)? *MOST SHIPS PICKED THEM UP ON RADAR I BELIEVE APPROX. 70 MILES AWAY*

22. Where were you and what were you doing at the time? *ON BOARD U.S.S. ANTHONY DD515*

23. How did the object(s) disappear from view? *AS ANY OTHER FLYING CRAFT*

24. Compare the speed of the object(s) with a piston or jet aircraft at the same apparent altitude. *RADAR TRACKED THEM AT SPEEDS OVER 600 MILES PER HR.*

25. Were there any conventional aircraft in the location at the time or immediately afterwards? If so, please elaborate.

26. Please estimate the distance of the object(s). *PLENTY OF AIR COVER*

27. What was the elevation of the object(s) in the sky? Please mark on this hemisphere sketch:



28. Names and addresses of other witnesses, if any. *U.S. NAVY TASK FORCES OFF OKINAWA*

29. Please draw a map of the locality of the observation showing North; your position; the direction from which the object(s) appeared and disappeared from view; the direction of its course over the area; roads, towns, villages, railroads, and other landmarks within a mile.

*AS STATED IN MY LETTER NO ONE HAS EVER EXPLAINED THIS PHENOMENON SATISFACTORILY SO THE CREW, INCLUDING MYSELF, JUST DISMISSED IT FROM OUR MINDS. OVER 15 YEARS LATER EVERYTHING IS VERY VAGUE SO I CAN'T RECALL ALL DETAILS. I'M SURE THE LOGS OF SHIPS PARTICIPATING IN THE INVASION WILL SUPPLY YOU WITH MORE INFO. PRACTICALLY EVERY SHIP IN THE FLEET WAS IN THE VICINITY. *Names of destroyers in our vicinity below*

30. Is there an airport, military, governmental, or research installation in the area?

31. Have you seen other objects of an unidentified nature? If so, please describe these observations, using a separate sheet of paper.

32. Please enclose photographs, motion pictures, news clippings, notes of radio or television programs (include time, station and date, if possible) regarding this or similar observations, or any other background material. We will return the material to you.

33. Were you interrogated by Air Force investigators? By any other federal, state, county, or local officials? If so, please state the name and rank or title of the agent, his office, and details as to where and when the questioning took place.

Were you asked or told not to reveal or discuss the incident? If so, were any reasons or official orders mentioned? Please elaborate carefully.

34. We should like permission to quote your name in connection with this report. This action will encourage other responsible citizens to report similar observations to NICAP. However, if you prefer, we will keep your name confidential. Please note your choice by checking the proper statement below. In any case, please fill in all parts of the form, for our own confidential files. Thank you for your cooperation.

You may use my name. *NO*

Please keep my name confidential.

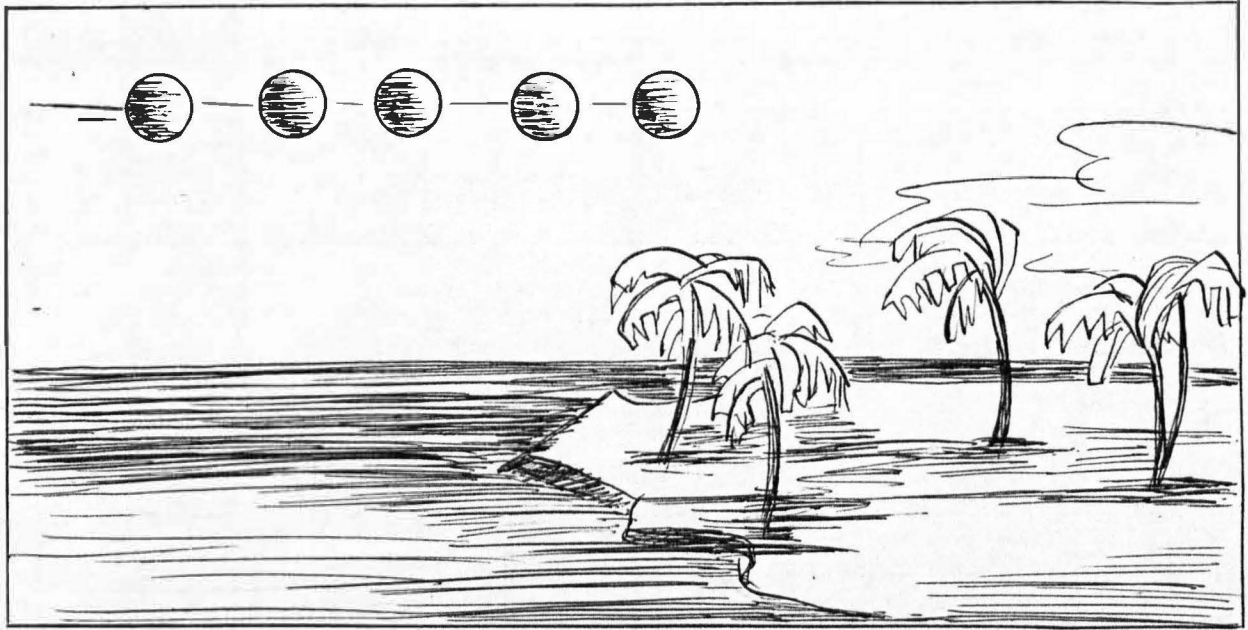
35. Date of filling out this report: *11/16/60*

Signature: *W.R. Krupa*

*USS ANTHONY, WADSWORTH, DALY, BEALE, AMMES + VAN VALKENBURGH
DD519 AMESBURY

Don called with American Samoa 9/19/76 in logs

Not found as of 5/23/67



Theresa Franz

1945-

Krupa, Will

November 4, 1960

Okinawa
Sighting

Krupa
~~Will Krupor~~
59 Dogwood Road
Wethersfield, Conn.

Dear Mr. Krupor:

Thank you for your letter of October 31. We would be very interested to learn more about the formation of UFOs sighted during the Okinawan campaign. What was the name of your ship, and the names of some of the other ships present if you can recall them? I am enclosing a report form for your personal observation of the UFOs.

Incidentally, although this letter probably will not reach you in time, Major Keyhoe is appearing on the Dick Bertel "Perception" show, Sunday, November 6, WTIC-TV Hartford. However, I understand the show is re-broadcast on Mondays. Also there will be a second half hour of the same tape shown about two weeks later.

Thanks again for your letter. I will also enclose some NICAP literature.

Sincerely yours,

Richard Hall
Richard Hall
Secretary of NICAP

RH/h

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