

Villy A. Rasmussen

13-year old witness

May 4, 1945

Denmark

"UFO Sighting From an Aircraft"- Report Form

Case No.: \_\_\_\_\_

Date: 5-4-45

Time: 1603

N= \_\_\_\_\_ observ.

Altitude (ft) \_\_\_\_\_ K

Weather: \_\_\_\_\_

IFR, VFR

Comm'l, Private,

~~Military~~

USA, ~~Foreign~~

- (A) Primary witness: P. J. W. Bell crew: CP, KH 860
- (B) Second witness: J. R. Stein crew: CP, KH 843
- (C) Third witness: F. S. J. Robertson crew: KH 694
- (D) Other witnesses & circumstances: location: CAMP LINDWURM

Reference: \_\_\_\_\_

Date: \_\_\_\_\_

Flight Details: (Spatial) Lat. [ \_\_\_\_\_ ° ' " N S ] Long. [ \_\_\_\_\_ ° ' " E W ]

- 1. Location (flt. path): Origin: U.K. Dest. U.K.
- 1.1 Sighting (initial) location: near ERAER, JUTLAND, DENMARK
- 2. Did A/C change flt. bearing due to sighting? yes, no (if yes, cont. 2.1)
- 2.1 Orig. bearing: 280 deg. Changed to: \_\_\_\_\_ deg. Chg to: \_\_\_\_\_ deg.
- 3. Altitude at time of sighting: \_\_\_\_\_ 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: 1603 (zone: \_\_\_\_\_ )
  - 12. UFO Sighting duration: \_\_\_\_\_ ( \_\_\_\_\_ )

- UFO Characteristics (Only (A) <sup>SSW</sup>)
- 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: grey
  - 36. Shape flat
  - 37. Structural Details: \_\_\_\_\_
  - 38. Sketch made? yes, no
  - 38.1 Photos ( \_\_\_\_\_ ) obtained?
  - 38.2 (38.1 details) \_\_\_\_\_
  - 39. No. UFOs: one
  - 40. Atmosph. traces: \_\_\_\_\_
  - 41. UFO: friendly, hostile, none
  - 41.1 (41 details) \_\_\_\_\_
  - 42. UFO disappearance details: \_\_\_\_\_
  - 43. Altitude: 75-100 M
  - 44. Misc. Hovered, silently

- Flight Details: (Aircraft)
- 17. Jet, prop, rocket
  - 18. Commercial: Airline: RAF 30 d/c dency.
  - 18.1 Flt. No.:
  - 18.2 A/C Model: MUSTANG IV
  - 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."

19-2-75 sh

MAR 10 1977

( ) see over-for further info.

X-Sender: mbx1301@west.net  
Date: Wed, 18 Oct 2000 16:35:28 -0700  
To: "Steven M.Greer M.D." <DrSGreer@cs.com>  
From: Tony Craddock <webmaster@cseti.org>  
Subject: Vril Report - may 4th 1945 - denmark  
Cc: Ralfnstein@aol.com, "burmausa@ix.netcom.com" <lkean@ix.netcom.com>  
Mime-Version: 1.0

Date: Wed, 18 Oct 2000 16:29:23 -0700 To: "Villy Rasmussen" <coccio@mail.tele.dk>  
From: Tony Craddock <webmaster@cseti.org>  
Subject: Re: RFZ-object may 4th 1945 - denmark

Many thanks for the report - I have edited the English a little bit.

Is it possible to contact the German soldier for an interview?

Tony Craddock  
CSETI

At 11:59 PM 10/18/00 +0200, you wrote:

dear sir

i am today 68 years old and have tried to get confirmed my event on may 4th 1945, which I already have investigating and partly got confirmed from RAF and through published in some danish warhistory books, which was published first time in 1996.

I here enclose my event and you are here free to publish my event in 1945 - I'm also ready to give answer to any questions you may have.


please accept my english which are not as good as I would like it to be, but please accept your languages in my way.

hopefully will my event confirm the existens of german ufo in 1945. one german soldier from this camp where the german ufo got so close to, do exist today.

i hope that this information is helpfull

yours sincerely

villy A. rasmussen

 Vril Report from Denmark.doc

Dear Sirs

Lindwurm-rapport/Denmark

A special event took place on 4th may 1945 at 16.03 when 3 Mustang fighters were flying over a very important German radar station area near Fraer, Jutland Denmark where this event took place:

All three RAF-pilots mentioned in this report were on their way back to their base in England from a raid in the Danish waters of Kattegat" - but unfortunately their course crossed a big and very important German military Radar - and listening Camp - the German codename was Lindwurm - here placed with 6 high spec. Radar/listening devices/ system, which were placed among other specialized equipment etc. - I think they all three pilots got very surprised on this spot which looks peacefully - here is the event as I remember it:

On that this very last day 4<sup>th</sup> may 1945, just 14 hours before the second World War (the German surrender) ended both in Denmark and Germany was on a Friday 4<sup>th</sup> May 1945 and precisely at 16,03 hours did 3 Mustang IV pass by on crossing Jutland and they were passing by on course 280°. - A schoolboy (Villy Alles Rasmussen - 13 year) has stopped on the road, when he heard this special airplane noise, which only could come from the allied flights. The boy stopped on the road, on his way home from school, just outside one of the German W rzburg Reise radar-station - close to the road (30 m) and when he discovered three Mustangs - he signaled to all 3 pilots by waving his arms. The pilot in front tipped with his wings from side to side back to the boy. On the precisely the same time a German flak open fire on these 3 Mustang IV from 234 Sqdn. (Madras Presidency).

All 3 Mustang-flights now turned 360° around and back again to fire back on this crazy German flak, hiding in on a very little forest area - In this glorious RAF-fighting back the Pilot, P/O P.J.W. Bell, here was hit in his arm, and the aircraft was holed. - P/O P.J.W. Bell crash landed few minutes later on an open field, approx 1 Km east of the city Hornum village, where a Danish farmer took care of him and brought to Løgstør Hospital by civilians (in a local doctor s car) - just before the German army entered the crashing plane scene.

The German army now went to Løgstør Hospital to capture Bell as prisoner, but the hospital chief/doctor refuse to do it, as he said: this patient was in treatment . - P/O P.J.W. Bell soon recovered and was back in Great Britain within 2 weeks time .

The schoolboy shortly after that got in serious trouble from two German soldiers, who was stationed at this W rzburg radar, nearby him - they shout, threaten and running after the boy, they want to give him a beating. The boy jump on his bicycle as fast as he could away home.

Back to the scene:

Than a very special event toke place just as those 3 Mustangs turning 360° around to fire back on the flak. When they had turned approx. 90° around all three pilots then meet a colored grey formed hat-object hanging in the air - max. 75-100 m of the ground, without any sound! When this grey hat-object realized that it now could get in trouble, it started at once away from those Mustangs in direction SSW. When The grey hat (a German Haunebu Vrill-7) started, a heavy noise came from this start, sound as you may imaging coming from many metal dustbins, like rumbling and away was this grey hat-object , as fast as a normal Jet-fighter nowadays (1997).

UFO  
shape

Copy and a full report of this case, including my more than 10 years of my investigation, trying to get confirmed that this special event really did take place. Still today there are few German soldiers left, from the Camp Lindwurm , which came to my knowledge just recently.

location

On the other hand I have tried to get in contact to RAF (Royal Air Force) the relevant 234 Sqdn. Association, for here to get help to find some of those pilots who was involved in this event on 4<sup>th</sup> may 1945 - but this is a very long story to tell you about, but here is one of my discoveries from a Danish book - first published in 1996 as follows .

The special event on 4th may 1945 at 16.13:

I would like to get in contact to one or all 3 RAF-pilot who was stationed on Banff Air Base in northern England in may 1945:

Mustang KH 696 FS J. Robertson.  
Mustang KH 843 Flt Lt J. R. Stein.  
Mustang KH 860 P/O P.J.W. Bell\* (born 1924).

All three Mustang on crossing out over Jutland (East-West), some flak positions by Mariager (correct pos. Was Fraer (Fr er) near Sk rping) opened up fire. Mustang KH 860 P/O P.J.W. Bell was hit in his arm and the aircraft was holed. Bell crash-landed near L $\ddot{u}$ gst $\ddot{u}$ r (Aars) and he was taken to L $\ddot{u}$ gst $\ddot{u}$ r Hospital. He soon recovered. - Some sources also state that the Banff Strike Wing was escorted by their Air Sea Rescue Warwicks as well on 4 may 1945.

\* It has later been confirmed - by a very secret source) that the "Mau-Mau movement" in Kenya sometime between 1952-56 has killed P/O P.J.W. Bell.

The above report has been sent to approx. 25 different places:  
The Royal Danish Library — (Military section for special war reports) in Copenhagen.  
The Local Historical Library in Aars  
The Local Historical Library in Sk rping  
The Local Historical Library in L gstr  
And many other organizations and interesting persons such as:

- Stauning Museum d. 11. June 1999
- Chairman for Stauning KZ- flying club.
- Reception Stauning Air-field at. 11<sup>th</sup>. June 1999.
- To several English sport pilots at Stauning Air display on 11<sup>th</sup> of June 1999.
- RAF Museum
- 2344 Squadron in Old Wick - West Sussex.

This event has also been told to:

A so-called Swedish TV-station ? — Who told us that they came from TV2 - Sweden interviewed me and a woman (teacher) at a Ufo-conference in Fredericia 1993, who also have had an experience with Ufo - we both were interviewed in front of a pro-camera, but our story never came out!  
And nobody seems to know this TV-team??

The report and this document I hereby sign, testifying as the witness, to that the above, confirming that this incident did take place as described here.

→ Villy Alles $\ddot{u}$  Rasmussen  
18th July 1932 - Signed by my own hand.

NB. My full report/investigations cover more then 30 pages.  
Please excuse my self taught English language

**My address:**  
Turup village, DK 5610 Assens in November 1997 (first time published).  
Please contact: Villy A. Rasmussen, DK 5610 ASSENS  
Tele: + 45.6479.1199 -- E-mail: [coccio@mail.tele.dk](mailto:coccio@mail.tele.dk)

→ *Address*

There is in my mind no doubt, that the German Vrill or what one prefers to call this round object, has been made, but by whom?

Please confirm the above, which you are welcome to publish.

Richard J. Eberley

May 6 or June 18, 1945

U.S. Army Air Force

NATIONAL INVESTIGATIONS COMMITTEE ON AERIAL PHENOMENA  
1536 Connecticut Avenue N. W.  
Washington 6, D. C.

North 7-9434

5-6-45  
012  
6-18-45  
1600L UW-II  
E. Okinawa

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 *Mr. Richard J. Eberley* Place of Employment *Eberley Drug Store*  
Address *1001 West 3rd St. Sterling - Ill.* Occupation *Pharmacist*  
Telephone *MA 5 3656* Education *High School & Pharmacy College*  
Special Training *Commercial Pilot and*  
Military Service *Instrument Flight Instructor*  
*Navigator Marine Air Corps*
2. Date of Observation *May 6 - 1945 or June 18* Time *AM 4 PM* Time Zone *approx*
3. Locality of Observation *East of Okinawa*
4. How long did you see the object? Hours *2* Minutes *Minutes* Seconds
5. Please describe weather conditions and the type of sky; i.e. *bright daylight*, nighttime, dusk, etc. *very few clouds*
6. Position of the Sun or Moon in relation to the object and to you. *Sun about 30° angle from the objects*
7. If seen at night, twilight, or dawn, were the stars or moon visible?
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. *2 round and 1 cigar shaped*
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. *yes Round disc shaped - just seemed to be looking no over*
10. Was the object(s) brighter than the background of the sky?
11. If so, compare the brightness with the Sun, Moon, headlights, etc. *Shinner - metallic - aluminum*
12. Did the object(s) — (Please elaborate, if you can give details.)
- a. Appear to stand still at any time?
  - b. Suddenly speed up and rush away at any time?
  - c. Break up into parts or explode?
  - d. Give off smoke?
  - e. Leave any visible trail?
  - f. Drop anything?
  - g. Change brightness?
  - h. Change shape?
  - i. Change color? *Was obscured behind a cigar shaped and much larger object*
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? 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? *From an aircraft - R5C*
16. Did the object(s) have any sound? What kind? How loud?
17. Please tell if the object(s) was (were) —
- a. Fuzzy or blurred.
  - b. Like a bright star.
  - c. Sharply outlined.

N=1+3



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?

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     |

*I estimated the diameter to be about 20 feet*

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)?

*Pilot called my attention to the object*

22. Where were you and what were you doing at the time?

*Navigator in flight to Okinawa from Guam via Iwo Jima*

23. How did the object(s) disappear from view?

*Behind the egg shaped object*

24. Compare the speed of the object(s) with a piston or jet aircraft at the same apparent altitude.

*Fantastic speed*

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).

*1/4 mile*

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

*8 or 9000 feet*



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

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?

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

*no*

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 *yes* 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? *yes* 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 all cases, please fill in all parts of the form, for our own confidential files. Thank you for your cooperation.

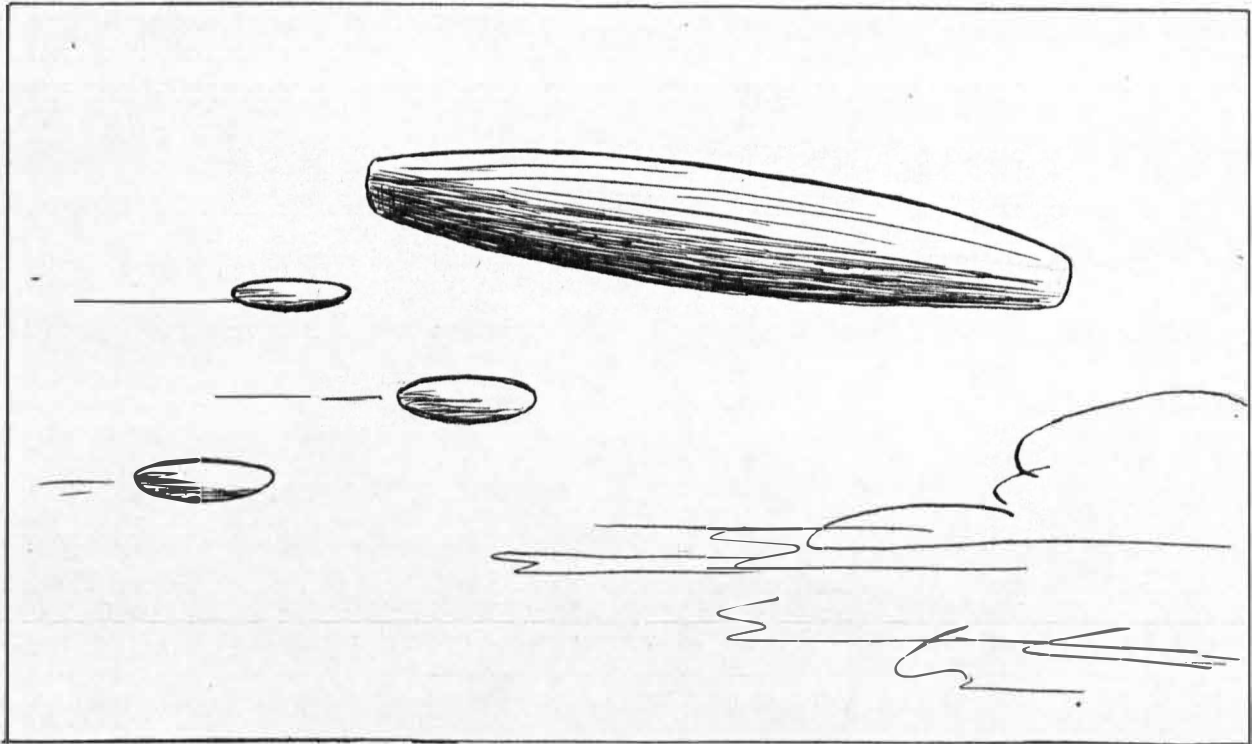
You may use my name. ( )

Please keep my name confidential. ( )

35. Date of filling out this report:

Signature:





Theresa Franz

To Dick

Okinawa

RECORDED  
JUL 24 1961  
INDEXED

1945 May <sup>crew</sup>  
or July  
Okinawa

July 20 1941

Dear Sir,

According to my <sup>flight</sup> log book it was either May 6 or June 18, 1945 - my only two flights into Okinawa. If it was May 6<sup>th</sup> a Lt. McCauley <sup>was pilot</sup> - if it was June 18 a Major Canney - don't have their initials, nor the names of the copilots or radio man -

When we landed we were separated and interrogated individually by Army Air Force I believe, intelligence officers. One of my former navigation instructors, a Sgt. Keise or maybe Kease was on the flight line - I hadn't seen him for a year and didn't know where he was stationed and came to find out he was a plotter in the Command Information Center for the Okinawa <sup>Island</sup> invasion and he told me they had the <sup>same</sup> objects on the radar and on their plotting board and the reason he came down to flight line was to try and get a chance to talk to one of the crew who had been very close to these objects -

We were told by the intelligence officer, whose name I don't remember at all, not to discuss it among ourselves

EBERHARD  
TIGMUND

or with any one else. A month or so  
later I was transferred very suddenly  
out of the squadron and sent to Majuro  
Island and was called in to see the  
intelligence officer of the squadron  
there who asked a few questions about  
what I'd seen and then said I  
wasn't to say anything about it.  
I was a little stupid. I thought  
it was a real advanced or experimental  
plane of ours - even after my former  
navigation instructor told me they didn't  
know and were plenty worried.

\* | I haven't seen a thing since  
that one time - their speed was  
unbelievable when they took off to go  
towards the cigar shaped object.

Yours truly  
Richard J. Eberly

To Dick

July 20 1961

Dar Sir:

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We were told by the intelligence officer whose name I don't remember at all, not to discuss it among ourselves or with anyone else. A month or so later I was transferred very suddenly out of the squadron and out to Majuro Island and was called in to see the intelligence officer of the squadron there who asked a few question about what I'd seen and then said I wasn't to say anything about it. I was a little stupid. I thought it was a real advanced or experimental plane of ours- even after my former navigation instructor told me they didn't know and were plenty worried.

I haven't seen a thing since that one time - their speed was unbelievable when they took off to go towards the cigar shaped object.

Yours Truly  
Richard J Eberley

Gerry Dumphy

May 23, 1945

Army Air Corps



1945

MAY 23

5-23-45

JAPAN

(Madison) Wisconsin State Journal, Tuesday, July 8, 1947:

**Veteran Recalls Early 'Saucers'**

Flying Disk reports reminded veteran Gerry Dumphy, 25 Anyinger ct., a student at the U. of Wisc. of reports of mystery fireballs which supposedly attacked big planes on their missions over Japanese islands in May and June of 1945.

The first "fireball" reported was during a night raid against Tokyo on May 23, 1945. Dumphy was a bombardier with the 52nd squadron of the 29th bombing group stationed at Guam. He recalls how the "fireballs" approached planes and followed them out to sea as they returned homeward after dropping their bombs. #2187

He described them as "round, speedy balls of fire, fast as a B-29, but not as maneuverable." Or, as "burning warheads suspended from parachutes," or as "molten chunks of steel."

Often, excited gunners would fire on pursuing "fireballs;" missiles would miss their targets and fall into the sea. Reports came in from every B-29 base in the Marianas. As time wore on, the fireballs "became more maneuverable and followed the superforts further out to sea." None were reported seen during the daylight hours.

One pilot, seeing a fireball, flew into a cloud formation. It was still following when the plane emerged. In this case the fireball was explained as the planet Venus, as its position remained at 9 o'clock. #2188



Lynn R. Momo

May 1945

U.S. Army

5- -45  
evening  
WW - II  
GROUND  
OHRDORF, GERMANY  
on ELBE RIVER  
(40 mi W. BERLIN)  
PT. source

1945, May

201

LYNN R. MOMO  
XXXXXXXXXXXXXXXXXXXX  
XXXXXXXXXXXXXXXXXXXX

45-5-

April 25, 1952

Civilian Saucer Investigations  
P. O. Box 1971  
Main Post Office  
Los Angeles, California

Gentlemen:

I wish to report an incident to you which is very likely not a sighting of a "saucer" but which I feel should be mentioned to a responsible body because of the possible gravity of the situation of the strange craft.

One evening in May, 1945, I was walking a tour of guard duty with an ~~armored~~ ~~field~~ artillery battalion at the outskirts of the small hamlet of Ohrdorf on the Elbe River, about 40 or 50 miles west of Berlin, Germany. For no particular reason, I was looking skyward (enemy action was quite light, and the end of the war was near) when I sighted a fireball of rather startling nature. It passed completely from horizon to horizon in a length of time which I later evaluated at about two seconds. The path was ~~was~~ through the zenith, so that whatever its altitude, its speed must have been enormous. It was brighter than any star, or even the planet Venus. The color of the glow was a yellowish white, about the color of molten steel, or perhaps a shade or two whiter. Its brilliance was approximately that of a Fourth of July skyrocket's exhaust seen from a distance of 100 yards or so. There were no trailing sparks or deviations of direction. The light was as uniform as that of an incandescent light bulb. It appeared to the naked eye to be in the same plane as the stars, so its altitude was undoubtedly at least 2000 feet. Its direction was from southeast to northwest, or maybe east to west.

← \*

From the preceding enumeration of characteristics, you will probably reach the same conclusion that I did; namely, that it was either a rather spectacular meteor, or that it was a V-2 rocket, inasmuch as it was heading roughly in the approximate direction of Germany to England. It was sufficiently small so that it had no discernible shape, and it made no noise whatsoever. I viewed it during its entire trip from horizon to horizon, seeing it rise and seeing it sink.

45-5-

LYNN R. MOMO

~~XXXXXXXXXXXXXXXXXXXX~~

~~XXXXXXXXXXXXXXXXXXXX~~

There are no other witnesses known to me. Although I was accompanied on guard duty by another soldier, he did not happen to be looking skyward, and by the time I had recovered from my surprise enough to call his attention to the phenomenon, it was all over with. His name and address are available upon request. Seven years is a long time, and I can no longer remember the exact date and hour, although it is probably obtainable from Army records, and I can supply additional data along these lines if by any chance the incident should be of any interest to your group. I am willing to answer any questions you may care to ask.

Now, are you interested in one more theory concerning the nature of these craft? Have you ever watched closely the spot of light reflected from a hand-held mirror in the sunlight as it bounces erratically off houses and what-not? Or have you ever observed the the same thing of a flashlight beam circulating about a dark room? It is conceivable that some optical device could cast images on cloud formations, which, by their random motions, could give the impression of spaceships moving at enormous velocities, and with tremendous accelerations in both speed and direction. A similar device was employed in World War I to project images of religious scenes on the clouds (a "magic lantern" affair) in order to frighten superstitious enemy soldiers. It was quite successful until they caught on. Why anyone should do this is beyond me. It would seem very expensive and purposeless, but it at least is more grist for the mill. I am not opposed to the spaceship idea. As a matter of fact, I regard it as the most likely explanation. I am merely tossing in this other idea as a possibility in which I myself do not believe.

I will appreciate any comments you may care to make on this letter.

Sincerely yours,

*Lynn R. Momo*

Lynn R. Momo

O ENTD

May 6, 1952

Dear Mr. Momo:

Thank you for the excellent report of the object you observed over Ohrdorf, Germany, in May, 1945. I am sure that all this sort of thing is a part of the same saucer phenomena. The "grist for the mill," too, is appreciated — we sift all of it, believe me.

We are amassing a sizeable number of reports of such objects, as well as other unexplained aerial phenomena, and expect to issue bulletins from time to time to keep those interested informed of the progress of our investigation.

If you or your friends observe other such objects we would appreciate your report on them.

Sincerely,

Ed J. Sullivan, President  
Civilian Saucer Investigations

EJS:pw

Daniel MacDougald Jr.

U.S.S. Bradford

U.S. Navy

August 1945



NATIONAL INVESTIGATIONS COMMITTEE ON AERIAL PHENOMENA

1536 Connecticut Avenue N. W.

Washington 6, D. C.

North 7-9434

PACIFIC  
8-14002  
PACIFIC  
OCEAN  
USS BRADFORD

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 Daniel MacDougald, Jr. Place of Employment 58 - 14th Street, NE  
Address Atlanta, Ga. Occupation Attorney  
Education Princeton University, AB  
Special Training Georgia Law School, LLB  
Military Service 4 years active duty U.S. Naval Reserve
2. Date of Observation August 1945 (App) Time 2:00 PM Time Zone Approx., Time Zone 1 hour E. of Japan)
3. Locality of Observation Estimated position 600 miles SE of Kyushu
4. How long did you see the object? Hours 6 (App) Minutes 0 Seconds approx.
5. Please describe weather conditions and the type of sky; i.e., bright daylight, nighttime, dusk, etc. Cloudless sky
6. Position of the Sun or Moon in relation to the object and to you. No moon
7. If seen at night, twilight, or dawn, were the stars or moon visible? Many stars
8. Were there more than one object? No If so, please tell how many, and draw a sketch of what you saw, indicating direction of movement, if any. Direct movement, approx. due South level 1 minutes; 2 minutes SW Climax
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. Source of light only
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. Object had brightness on order of Sirius
12. Did the object(s) — see separate sheet (Please elaborate, if you can give details.)
  - a. Appear to stand still at any time? - NO
  - b. Suddenly speed up and rush away at any time? - YES
  - 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? - YES
  - h. Change shape? - NO
  - i. Change color? - YES
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. No  
~~see separate sheet~~
14. Was there any wind? Light If so, please give direction and speed. Direction forgotten
15. Did you observe the object(s) through an optical instrument or other aid, windshield, windowpane, storm window, screening, etc? What? Studied through 750 binoculars and through 42 power range finder. No image on prior control, surface search, or AS search radar
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.
  - b. Like a bright star. changing from white with a reddish to white with bluish tinge upon apparent increase in power
  - c. Sharply outlined.



18. Was the object —

- a. Self-luminous? Distance prevented any other observations.
- b. Dull finish?
- c. Reflecting?
- d. Transparent?

Level flight 3 minutes, climbing 2 min

19. Did the object(s) rise or fall while in motion? Rose, disappearing on the rise.

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

- a. Pinhead
- b. Pea
- c. Dime
- d. Pinhead
- e. Half dollar
- f. Silver dollar
- g. Orange
- h. Grapefruit
- 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)? It looked like a bright star but had horizontal movement, a celestial impossibility. Officer of the Deck

22. Where were you and what were you doing at the time? Officer of the Deck of USS Bradford,

DD 545, and very interested in air borne objects. With a Task Force Grp. Disappeared on the rise from Task Force 38 or 58

23. How did the object(s) disappear from view? Disappeared on the rise from Task Force 38 or 58

24. Compare the speed of the object(s) with a piston or jet aircraft at the same apparent altitude. ~~Position angle 7 degrees estimated. Calculated speed 3,000 mph~~

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). Impossible to determine

Minimum Range per DD rangefinder 20 miles. Guess 40-50 miles

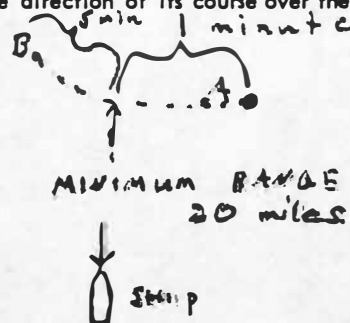
27. What was the elevation of the object(s) in the sky? Please mark on this hemisphere sketch:

50 position



28. Names and addresses of other witnesses, if any. See separate sheet

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? A Naval Task Group

31. Have you seen other objects of an unidentified nature? If so, please describe these observations, using a separate sheet of paper. No, as the question is intended

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. No material

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. I elected to withhold publication, except in Rough Log kept on the Bridge

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. ( )

Please keep my name confidential. (X)

35. Date of filling out this report:

2/4/65

Signature:

Daniel Mac Donald

8- -45  
0200L

C: + DEK ✓ WW-II

DAN MACDOUGALD  
ATTORNEY AT LAW  
ATLANTA, GEORGIA

January 19, 1965

RECEIVED JAN 20 1965

Major Donald E. Keyhoe  
N.I.C.A.P.  
1536 Connecticut Avenue, NW  
Washington, D.C. 20036

Re: UFO Sighting

Dear Major Keyhoe:

I read with interest your article in the January issue of True Magazine on UFO. There follows a belated report which, however, is very easily checked and might be helpful.

The incident occurred about August, 1945 while I was Officer of the Deck during Mid-Watch on the U.S.S. Bradford, DD 545, steaming due west with a fast carrier task group about 2 A.M. local time, some 600 miles east-southeast of Kyusu, Japan. I saw a star travelling horizontally with the horizon. Having studied astronomy at Princeton and having watched the skies of the Pacific for three years, it attracted my attention because unlike all and every shooting star it did not approach the horizon but continued on laterally through the night sky. We were equipped with the surface search, air search and fire control radar and our best range finder operator, a boy named Troina, was on the radar and optical range finder. None of the three radars could pick up the object. Its optical range was indicated at infinity for the instrument which, as I recollect, is beyond forty thousand yards or twenty sea miles. By the time these checks were ended the light had crossed the bow and was apparently increasing its distance. Its color was white with a reddish tinge. After reaching about 10 degrees on the Port bow it seemed to turn to its right, increase its speed and altitude and disappear on an upward line flight, with the color changing from white with a reddish tinge to white with a bluish tinge. There were no other officers on the bridge at the time, but our Quartermaster was very interested in my calculations and observations. He asked me what it was. I replied, "whatever it is it is not interested in this war. It is not of this earth." He asked why and I stated that, assuming its range was at the minimum it could be under the facts from our optical range finder and the time it took to proceed twenty-five degrees across the bow, its speed had to be in excess of 3,000 miles per hour which was not obtainable to our equipment at that time. Of course its speed was very

1945  
AUG.

Pos. Advisor

MAC

FOREIGN

NICAP

January 19, 1965

Major Donald E. Keyhoe  
Re: UFO Sighting

much greater, as its distance would not likely have been at the minimum, and its course was more away from us than at right angles. I noted all of this down in the rough log and signed it. About five minutes went by and an elderly, rasping voice came over the TBS, the surface inter-ship communication radio. That voice announced that it was the task group Admiral and wanted to know if anyone had seen a strange light in the western sky. Several ships reported sighting same and gave rather vague descriptions of same without any detail or apparent instrumentation. I said nothing, for the usual military reasons, plus the fact that I was convinced it had nothing to do with the war.

Many times I saw naval aircraft vectored at a balloon, or at Venus during daylight and once even at the moon during daylight hours and occasionally watched optimistic ships take Venus under fire as it rose in the eastern sky, thinking it a Jap flare, particularly in the Gilbert Islands.

I feel certain that whoever woke that Carrier Admiral at 2 A.M. to tell him of a strange point of light in the western sky must have believed as I did and noted same in their log.

I wish I could be more accurate as to the date, but I seem to remember thinking that this object flying southerly from Japan had probably been checking on the Hiroshima A Bomb Explosion.

Here's wishing you all every success in getting our fearful government to open up on the most interesting development of our times. Incidentally, I did not put that information in the smooth log, but in the rough hand-written log which was kept on the bridge during watches.

What speed and gravity forces were calculated from the January 10, 1961 tracking log of the UFO? If you have any literature available I would like to secure a copy, as I believe you people are going to remove the lid.

Yours sincerely

*Daniel MacDougald Jr.*

Daniel MacDougald, Jr.

DM:DNC

February 2, 1965

~~Save (?)~~  
1945 USN case

MacDougald, David J. Jr.

Daniel MacDougald, Jr.  
Atlanta, Georgia

Dear Mr. MacDougald:

Thank you for your interesting letter of January 19. It has been called to Major Keyhoe's attention, and he is very interested in the information you furnished. We have been flooded with mail as a result of the TRUE article and other publicity.

I am enclosing some literature about NICAP and our publications, including a report form. We would like to have a formal account of your 1945 sighting for our permanent records.

In case you would like to take an active part in our work, we would be glad to receive a resumé from you. We have Subcommittees--investigation units--around the country which do volunteer investigation and public relations work for us. For our own protection, and to weed out crackpots and other undesirables, we require the steps outlined on the Subcommittee information sheet. What it boils down to is that Subcommittee personnel on the one hand must have the intelligence and experience for high quality field work, and on the other hand they must have the personal interest and motivation to persevere.

After you have had a chance to study the enclosures, I would be glad to answer any questions you might have and to discuss the possibility of an Atlanta Subcommittee.

Sincerely yours,

Richard Hall  
Acting Director

RH:h  
Encls.

B2 Ado  
Subc Info

#11

J

#47

NICAP Letterhead

June 6, 1966

Dan MacDougald  
Atlanta, Georgia

Dear Mr. MacDougald:

Your very fine letter to Congressman Rivers, dated May 31, should be very helpful in changing the attitude of Congress. Thanks for sending us a copy. Congressman Hutchinson of Michigan recently introduced a bill to authorize a full-fledged investigation of UFOs by House Armed Services, so the letter was timely.

Three of us associated with NICAP have a contract from Prentice-Hall for a book on pre-1947 UFO sightings. In connection with that, we would like your permission to quote the facts of your 1945 sighting as you expressed them in the letter to Rep. Rivers.

The book will contain a Foreword by Mr. J.B. Hartman, Jr., President of the Aircraft Owners and Pilots Association, and will be a serious presentation.

Sincerely yours,

Richard Hall  
Assistant Director

RH:h



AUG. 1854

Overed

May 31, 1966

Cross-Ref in G-6 ship  
Chapter (?)

Congressman E. Wendel Rivers  
House Office Building  
Washington, D. C.

Re: Unidentified Flying Objects

Dear Congressman Rivers:

I understand you asked a recent hearing if anyone in authority had stated that the U.F.O.'s came from other planets, and were advised that no one in the Air Force had so indicated. In August of 1945 I was Officer of the Deck on U.S.S. Bradford, DD 545, steaming approximately due west at about 2 A.M. local time, some 600 miles ESE of Keyusa, Japan. I noticed a star travelling horizontally with the horizon headed in a southerly direction.

Having studied astronomy and calculus at Princeton University, I recognized this as impossible under natural phenomena and immediately put the air surface and fire control radar and fire control optics on the object to determine what it was. It could not be picked up on any of our radar. Its optical range was infinity, which, for our instrument, was 40,000 yards or longer. A calculation as to its rate of bearing change at 40,000 yards' range indicated its speed was several thousand miles per hour. After crossing the bow it turned to its right, changed color slightly and began to climb, disappearing from sight. The Quartermaster asked me what it was and I responded, as best I recall: "Whatever it is, it is not interested in this war. It is not of this world." I reported it in the rough log of that destroyer as an extra-terrestrial object.

A few minutes later the Task Force Admiral got on the TBS radio and asked if anyone had seen a strange light in the western sky. All ships reported seeing except "yours truly." I felt that I had seen too much. Being familiar with Navy protocol, I am certain the log of the Flag aircraft carrier would provide some interesting reasons as to why they woke up the Task Force Admiral at 2 A.M.

There is no one, and I repeat, no one who is qualified in rudimentary astronomy and mathematics and familiar with aircraft performance, and who has seen one of these U.F.O.'s who can possibly doubt it being of extra-terrestrial origin. Any man with knowledge of the facts who doesn't label them extra-terrestrial is either a liar or afraid to tell the truth.

JAPAN, KEYUSU  
600 MILES ESE OF



Congressman E. Wendel Rivers  
Re: Unidentified Flying Objects

May 31, 1956

What is even stranger to me than the U.F.O.'s, however, and I think more fully deserves an investigation is the question of by what right do public servants, such as Air Force Personnel, claim the right to lie, slander and libel reputable citizens in an obvious attempt to deceive the sovereign people of these United States? Of course, this phenomenon is not new, and is not restricted to the Air Force, but what has happened to the honorable technique of "no comment" instead of telling a bald faced lie? I am having difficulty proving to my children that lying is not an approved method of communication, for they have only to cite the verity of many Federal Officials and I am in trouble.

Sincerely yours

*Dan MacDougald*

Dan MacDougald  
Attorney At Law  
58 1/2 St. NE  
Atlanta 9, Georgia

DM:DNC

cc: National Investigations Committee on Aerial Phenomena

DAN MAC DOUGALD  
ATTORNEY AT LAW N.E.  
ATLANTA, GA

1945, AUGUST

8 - 45

DAN MACDOUGALD  
ATTORNEY AT LAW  
ATLANTA, GEORGIA

RECEIVED JUN 13 1966

June 9, 1966

Mr. Richard Hall  
Assistant Director  
National Investigations Committee  
on Aerial Phenomena  
1530 Connecticut Avenue, NW  
Washington, D. C. 20006

Dear Mr. Hall:

Thank you for your kind letter of June 6, 1966. This will confirm my consent to use of my letter to Representative Rivers. Enclosed for your convenience is copy of a report I made to you all on that sighting in somewhat more detail. You are, of course, free to use either one, or both.

I would like to get a copy of the book when it is completed.

There is a most interesting phenomenon in connection with the Aramaic language, the language of Galilee at the time of Jesus. The origin of this language is unknown, and yet there are traces of it as far back as history can go, one report indicated back to the flood of Noah. Usually ancient languages are not very sophisticated in the imagery behind the words and sounds. This language, however, is more sophisticated in the understanding of the human mind than any other language on earth. In the development of a language there must be ideas before there can be a sound to signal or indicate the ideas. Aramaic contains sounds routine to the language, indicating complete understanding of corticle mechanisms, their activation into attitudes, and the implementation of attitudes into behaviour. In other words, this language indicates a complete comprehension of the functions of the sub-conscious mind and the formation of entities within the sub-conscious mind from which we draw our attitudes and aptitudes, and yet this language is the oldest known language with no history of development whatever, just springing into use fully developed. I am slightly suspicious that if communication with these U.F.O's is obtained they may well find the language spoken is Aramaic. The suspicion is based purely and simply on the fact that 50,000 years ago the psychological sophistication of the language was as much greater than the psychological sophistication of

Mr. Richard Hall

Page 2

June 9, 1966

all other languages today as U.F.O's are more sophisticated than current operating aircraft, and the coincidence is powerful.

With best regards, I am

Sincerely yours

*Dan MacDougald*

Dan MacDougald

DM:DNC

Enc.

1945 - AUG

8-45  
0400L  
PACIFIC OCEAN

# U.S. NAVY - SURFACE SIGHTING

## U.S. AIR FORCE TECHNICAL INFORMATION

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that if it is deemed necessary, we may contact you for further details.

1. When did you see the object?  _____ Day <u>Aug</u> <u>1945</u> Month      Year	2. Time of day: <u>0200</u> <u>app.</u> Hour      Minutes  (Circle One): <u>A.M.</u> or P.M.
---	---

3. Time Zone: (Circle One):

a. Eastern	(Circle One): a. Daylight Saving
b. Central	b. Standard
c. Mountain	
d. Pacific	
e. Other _____	

4. Where were you when you saw the object? OOD USS Bradford DDS-45; Port side forward on the bridge.

P.O. Box San Francisco      \_\_\_\_\_      \_\_\_\_\_  
 Nearest Postal Address      City or Town      State or County

5. How long was object in sight? (Total Duration) \_\_\_\_\_ 5 (estimated)  
 Hours      Minutes      Seconds

a. Certain      c. Not very sure  
 b. Fairly certain      d. Just a guess

5.1 How was time in sight determined? Watch for portion, estimate for balance

5.2 Was object in sight continuously?      Yes       No \_\_\_\_\_

6. What was the condition of the sky?

DAY	NIGHT
a. Bright	<u>a. Bright</u>
b. Cloudy	b. Cloudy

7. IF you saw the object during DAYLIGHT, where was the SUN located as you looked at the object?

(Circle One):

a. In front of you	d. To your left
b. In back of you	e. Overhead
c. To your right	f. Don't remember

8. IF you saw the object at NIGHT, what did you notice concerning the STARS and MOON?

8.1 STARS (Circle One):

- a. None
- b. A few
- c. Many
- d. Don't remember

8.2 MOON (Circle One):

- a. Bright moonlight
- b. Dull moonlight
- c. No moonlight - pitch dark
- d. Don't remember

9. What were the weather conditions at the time you saw the object?

CLOUDS (Circle One):

- a. Clear sky
- b. Hazy
- c. Scattered clouds
- d. Thick or heavy clouds

WEATHER (Circle One):

- a. Dry
- b. Fog, mist, or light rain
- c. Moderate or heavy rain
- d. Snow
- e. Don't remember

10. The object appeared: (Circle One):

- a. Solid
- b. Transparent
- c. Vapor
- d. As a light
- e. Don't remember

11. If it appeared as a light, was it brighter than the brightest stars? (Circle One):

- a. Brighter
- b. Dimmer
- c. About the same
- d. Don't know

11.1 Compare brightness to some common object:

2<sup>nd</sup> Magnitude star.

12. The edges of the object were:

- (Circle One):
- a. Fuzzy or blurred
  - b. Like a bright star
  - c. Sharply outlined
  - d. Don't remember

e. Other 2<sup>nd</sup> Magnitude star

13. Did the object:

(Circle One for each question)

- |   |                                      |                                     |   |
|---|--------------------------------------|-------------------------------------|---|
| a. Appear to stand still at any time?           | Yes                                  | <input checked="" type="radio"/> No | Don't know                                  |
| b. Suddenly speed up and rush away at any time? | Yes                                  | <input type="radio"/> No            | Don't know <i>Not Applicable</i>            |
| c. Break up into parts or explode?              | Yes                                  | <input checked="" type="radio"/> No | Don't know                                  |
| d. Give off smoke?                              | Yes                                  | <input type="radio"/> No            | <input checked="" type="radio"/> Don't know |
| e. Change brightness?                           | <input checked="" type="radio"/> Yes | <input type="radio"/> No            | Don't know                                  |
| f. Change shape?                                | Yes                                  | <input checked="" type="radio"/> No | Don't know                                  |
| g. Flash or flicker?                            | Yes                                  | <input checked="" type="radio"/> No | Don't know                                  |
| h. Disappear and reappear?                      | Yes                                  | <input checked="" type="radio"/> No | Don't know                                  |

14. Did the object disappear while you were watching it? If so, how? <sup>1st course estimate</sup>  
 about  $180^\circ$ , turned to its right after about  
 $3\frac{1}{2}$  minutes, climbed gradually becoming fainter  
 + was lost to sight as it dimmed with distance

15. Did the object move behind something at any time, particularly a cloud?

(Circle One): Yes  No  Don't Know. IF you answered YES, then tell what  
 it moved behind: \_\_\_\_\_

16. Did the object move in front of something at any time, particularly a cloud?

(Circle One): Yes  No  Don't Know. IF you answered YES, then tell what  
 in front of: \_\_\_\_\_

17. Tell in a few words the following things about the object:

a. Sound No

b. Color light changed with above course change from  
~~slightly bluish to slightly reddish.~~

18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how  
 much of the object is covered by the head of the match. If you had performed this experiment at the time of the  
 sighting, how much of the object would have been covered by the match head? All of it.

Looked like star on initial sighting.

19. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details  
 of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails.

Place an arrow beside the drawing to show the direction the object was moving.



20. Do you think you can estimate the speed of the object?

(Circle One)  Yes No

IF you answered YES, then what speed would you estimate? 12,000 mph. Calculated  
minimum 3,500 (app) ± 500

21. Do you think you can estimate how far away from you the object was?

(Circle One)  Yes No

IF you answered YES, then how far away would you say it was? 40 - 60 miles

22. Where were you located when you saw the object?

(Circle One):

- a. Inside a building
- b. In a car
- c. Outdoors
- d. In an airplane (type)
- e. At sea
- f. Other \_\_\_\_\_

23. Were you (Circle One)

- a. In the business section of a city?
- b. In the residential section of a city?
- c. In open countryside?
- d. Near an airfield?
- e. Flying over a city?
- f. Flying over open country?
- g. Other Bridge of ship

24. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

24.1 What direction were you moving? (Circle One)

- |              |              |              |              |
|--------------|--------------|--------------|--------------|
| a. North     | c. East      | e. South     | g. West      |
| b. Northeast | d. Southeast | f. Southwest | h. Northwest |

24.2 How fast were you moving? \_\_\_\_\_ miles per hour.

24.3 Did you stop at any time while you were looking at the object?

(Circle One) Yes No

25. Did you observe the object through any of the following?

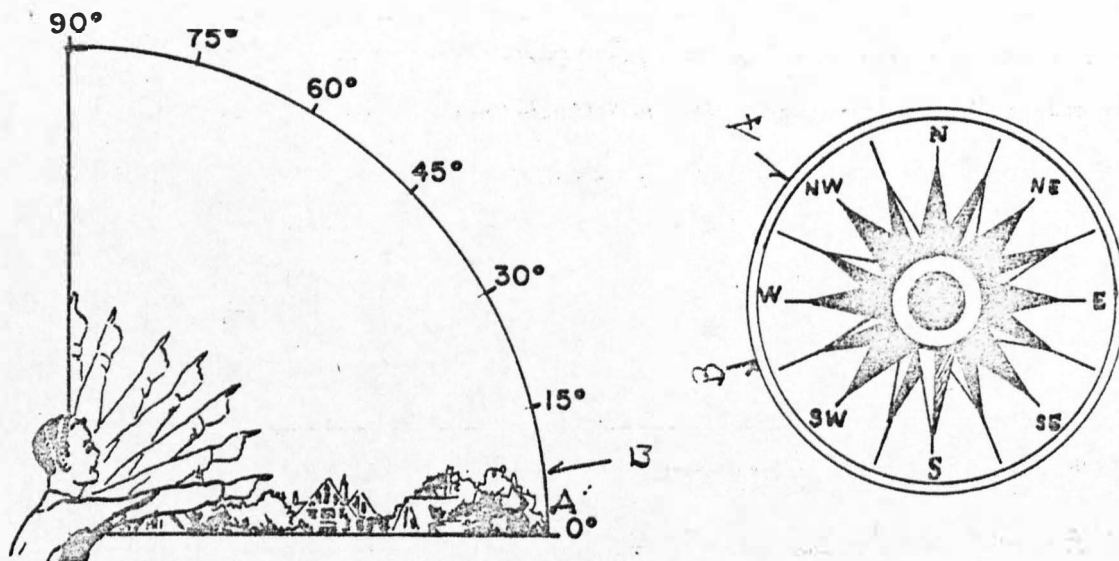
- |                 |     |    |               |                                      |    |
|-----------------|-----|----|---------------|--------------------------------------|----|
| a. Eyeglasses   | Yes | No | e. Binoculars | <input checked="" type="radio"/> Yes | No |
| b. Sun glasses  | Yes | No | f. Telescope  | Yes                                  | No |
| c. Windshield   | Yes | No | g. Theodolite | Yes                                  | No |
| d. Window glass | Yes | No | h. Other      | <u>Pelorus</u>                       |    |

Mark Rangefinder (b) Rangefinder of Watch, Troiannu)

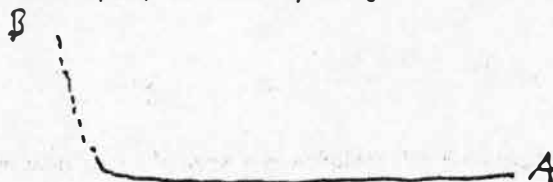
26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

2nd Magnitude star moving parallel to horizon thru gate arc at 40° in ~~3~~ 3 1/2 minutes

27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it. Place an "A" on the compass when you *first* saw it. Place a "B" on the compass where you *last* saw the object.



28. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.



29. IF there was MORE THAN ONE object, then how many were there? \_\_\_\_\_

Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

30. Have you ever seen this, or a similar object before. If so give date or dates and location.

No

31. Was anyone else with you at the time you saw the object? (Circle One)  Yes  No

31.1 IF you answered YES, did they see the object too? (Circle One)  Yes  No

31.2 Please list their names and addresses: Assorted watch Officers + lookouts of Naval Task Force.

32. Please give the following information about yourself:

NAME MacDonald Daniel Jr. (n)  
Last Name First Name Middle Name

ADDRESS \_\_\_\_\_  
Street City Zone State

TELEPHONE NUMBER TR 5 9296 AGE 45 SEX M

Indicate any additional information about yourself, including any special experience, which might be pertinent.

About 3 years Top watch + Air Defense work aboard USS Bradford DDJWS POA.

33. When and to whom did you report that you had seen the object?

\_\_\_\_\_  
Day Month Year

Rough log During Contact + immediately thereafter

34. Date you completed this questionnaire:

<u>6</u>	<u>30</u>	<u>1966</u>
Day	Month	Year

35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.

In my years experience during World War II in the Pacific, I saw Fighter planes vectored at Venus, at the moon, ships shoot guns at Venus, alarms sounded over planets rising in the east + many, many hasty + erroneous conclusions about celestial objects, but reported object was not under celestial physics. It was being directed + under power, vastly greater power than then available to flying objects.

DAN MACDOUGALD  
ATTORNEY AT LAW  
ATLANTA, GEORGIA

July 6, 1966

The Honorable L. Mendel Rivers, Chairman  
Committee on Armed Services  
House of Representatives  
Suite 2120, Rayburn House Office Building  
Washington, D.C.

Dear Congressman Rivers:

Thank you for your letter of June 28, 1966. Apparently the Air Force is searching the smooth log of the Bradford. The smooth log is the typewritten log, whereas, the entries I made relating to the UFO's contact were made in the rough log, which is handwritten. As I remember the incident, it was omitted in the smooth log at my request. (I had the same inclination then as the Air Force.) I should have pointed this out in detail rather than simply labelling it rough log, for the Air Force personnel would have no way to know the difference.

The incident occurred on my watch and not on the watch of Lt. R. M. Talcott. The officer of the watch always signs the log, so that only the rough logs written by me and signed by me have to be searched. My memory as to the month is much vaguer than the rest of the details, but I feel fairly certain that it was in August.

While I have no particular desire to submit a report for Air Force analysis, due largely to the fact that I could care less for what opinion others may have with regard to the matter, I am filling in FTD Form 164, October, 1962, which supercedes FTD 164, July, 1961, a form apparently designed for the reports of UFO's for Air Force information. Enclosed is copy.

I have forgotten the name of the Quartermaster of the watch, but he was a Quartermaster First Class on the ship and a much older man than I. The Range Finder and FD Radar operator's name was Troianno.

Yours sincerely

DM:DNC

Dan MacDougald

Enc.



G. Rodney Crowther III

U.S.S. Bordelon

U.S. Navy

End of WWII

Off Hampton Roads

1945

Post WW-II

Seaman / radar

001 1984

TH:) 18 October 1984

Doctor J. Allan Hynek  
Center for UFO Studies  
Box 44990  
Phoenix, Arizona 85064

Dear Doctor Hynek:

"Close encounters of the 'real' kind," said Charlie Rose (CBS NEWS NIGHT WATCH). Where to begin . . .

Prior to W. W. II there were NO sightings of what you refer to as "UFOs". As memory serves, the first "sightings" began with air line pilots (former military) late in the 1940s or early 1950s (before the advent of the commercial jet). To buttress these sightings authorities have also reported "ghost images" that have appeared on RADAR scopes which traveled at high speed, thousands of MPH.

In 1945, at the end of the War, I was a RADAR operator aboard the destroyer, USS Bordelon, DD 881, and was involved in the FIRST report to the Navy Dept. of "ghost" echoes on the SG and SP radars aboard that ship. The phenomena were NEW to us and mystifying, causing quite a flurry in C.I.C. on our ship and others with us as we returned from our shake down cruise after VJ Day. On our return to Hampton Roads that dawn, I was on duty and there they were: echoes moving along the surface at 500-1000 MPH! "Get out on the observation deck and check 'em out," I said. We saw NOTHING visually, yet, there they were on the SG (surface) and SP (air) RADARS. We notified the proper duty officers, etc. There it ended!

As time passed, we went to Asia and once again approaching Hong Kong or Japan (?) it happened again. Another report! Other ships in the task force with carriers Antietam and Boxer saw them, too. But, WE made THE FIRST REPORT(s) to the Navy Dept. in Washington, to which I contributed written material. Regretably, they were supervised by a radar officer of the 90-day-wonder variety of "sleezy" aspect. I did not like him, Lieut. Zimmerman who came from Seattle, Wash., I believe. He was a thug who took everything he could lay his hands on and sold it, appropriated goods from the Japanese to send back home for his profit (?) and this mystery looked good to him: His 'key' to Washington. I have no knowledge of what he did with the Report(s) and their disposition at the Pentagon since we were warned to be silent, PERIOD! I thought no more about it until:—

Some years ago, a friend (who has moved to the Quantico area) worked for Ma Bell and had a brother who was in the military at the Pentagon. Some 10-15 years ago, at a flurry of "UFO" sightings he told me that his brother had told him that "they" had "one" in a hanger somewhere out west (I now presume it's the 'Hanger 18' bit). I laughed and said, "Yeh! On a back lot in Hollywood!" He glowered and changed the subject and I have been unable to bring it up again with him . . .

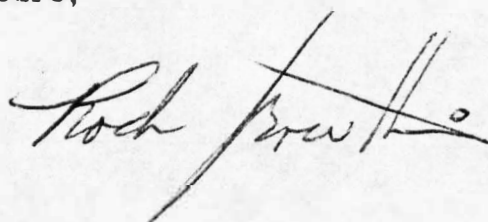
I may well have had an innocent part in this hoax(?) based on no more than ghost "pips" on my RADAR set in 1945 off Hampton Roads. You "cannot find a natural explanation for the UFO phenomenon." Could greed in the Military be it, aided by Hollywood "training" films? This has the distinct ring to it of a motley, undisciplined crew of men and women of show business—carnival "shills," burlesque wheels, tank-town stock companies of the travelling gypsy-type and second-rate vaudeville circuits who drag along bootleggers and dope- peddlers, etc.

1945

Good ol' Madison Ave. lives every day in every way in our lives. Have we swallowed an inner and "spiritual" message and called it an outward sign, religious in nature? Some among us have seen "images" within this or that belief ~~or that~~. Was it 60-MINUTES (CBS) that had a piece on the LOCH NESS Monster some years ago? There was the clerical collar and his wife along the shore telling the story of the "fishes and loaves", NO, NO! of this creature out there, etc. But, funny thing, his description of it was somewhat different from hers. As I recall, he moved off and left her with the interviewer and she said something to the effect that what he saw was not at all what she saw and she would have to have a talk with him. Variations on a theme . . . I'll say no more.

Could you somehow find those "reports" under the Freedom of Information Act? Be cautious, it may involve our "Star Wars" concepts! How P. T. Barnum must be laughing at us . . .  
I have a carbon of this.

Very truly yours,



G. Rodney Crowther, III  
Washington, D. C.

NOTE: My Navy name was GEORGE R. Crowther, S1C (RdM) 759 13 48  
Period of Active Duty: 16 January 1945 - 21 July 1946

Edward W. Joyce Jr.

Kingman, Arizona

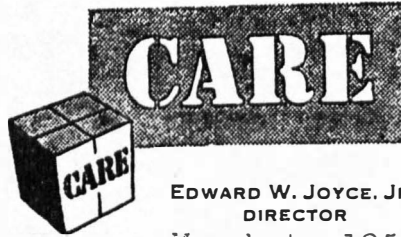
November 1945

1945, November

# New England Committee for

11-45  
late day  
WW-II  
USA  
GRND.  
WITS.

Headquarters: Suite 611  
175 Tremont Street



Boston 11, Massachusetts  
Telephone Liberty 2-8394

EDWARD W. JOYCE, JR.  
DIRECTOR  
March 4, 1952

16

Mr. Ed Sullivan  
Civilian Saucer Investigation  
Box 1971  
Los Angeles 53  
California

45-11

Dear Mr. Sullivan:

Having noticed the squib in Time Magazine of March 3rd concerning the interest you have in Flying Saucers et al I send this to you for your information, and to add to your collection of reports concerning these celestial phenomena.

While driving with a fellow B-29 bombardier instructor, his wife and child from our old base (Davis-Monthan AAF in Tucson) to Roswell AAF, Roswell, New Mexico, about the first week in November, 1945, we stopped for an early supper in Kingman, Arizona. After supper we walked down the main street of the town. While walking we faced the desert which began about a quarter of a mile away. At one instant we were stopped in our tracks as we had seen, each without pointing it out to the others, a ball of fire which, as I remember, hurtled across the sky from east to west. The sun was still quite fair from setting and dusk had yet to set in. We stood still for a few seconds waiting to hear the crash as we all thought that it was a "flamer" from nearby Kingman AAF. Nothing happened, and we never fully understood what we had seen. As I recollect one of the local town papers the next day made mention of the "fireball" and asked that people report what, if anything, they had seen.

As for the "fireball" it self. There was absolutely no noise and I could only describe it as a comet completed sheathed in flames of countless roaring colors: red, blue, green, etc. The garishness of the colors would mean tremendous generation of heat, I believe.

From the human angle, my buddy and myself had accrued countless hundreds of hours of flying time and knew our way around planes and flying. Also we had not had a blessed bit of liquor and could hardly be classified as deranged, at the time we saw the phenomenon.

If I can enlarge upon any of the above I will be glad to. Good luck on your investigation.

Sincerely,

Edward W. Joyce, Jr.

Cooperative for American Remittances to Europe, Inc., 20 Broad Street, New York 5, N.Y.

F.W.I./js



Elmer L. Mayfield

Oil field worker

1945, 1952,

1956 or 1957

Sandy, Oregon  
August 6, 1983

1945  
1952  
1956

GRND. WIT

Center For UFO Studies  
P.O. Box 1402  
Evanston, Illinois 60204

Attn: J. Alan Hynek

Dear Mr. Hynek,

I heard you on KXL-Radio on a telephone interview about 2-3 weeks ago, and you asked anyone who had seen or thought they had seen a UFO, to write in and tell you. I am like others who thought they saw, but didn't want to say anything for fear people would think them nuts. But since your interview, I'm writing.

In 1945 I was working in the foothills of the Coast Range Mountains on the edge of the San Joaquin Valley on an oil rig. Across the valley to the East you could see the Sierra Nevadas with their snow-clad mountains. To the North, these objects came from behind the Coast Range traveling East toward the Sierras. I saw them as they merged and they were approximately 20 miles from the largest mountains. We commented about it among the crew (me and 2 others), that they sure

looked strange to us. Just looked like bright shiny pancakes with no fuselage and no wings and not flying in any formation. There were 6-8 of these objects. We carried on our work for another 30 seconds taking our eyes off the objects. When we tried to spot them again, they weren't there! I have no idea whether they went up or continued East across the valley. The three of us commented that if those were new aircraft, they sure were fast ones. The nearest town to our oil rig was McKittrick, about 40 miles North-West of Bakersfield.

In about 1952 I had another sighting. I was still working in the oilfields, but had moved to Ventura, California on the West side of the Coast Range Mountains. I am sure you will remember hearing that in the 1930's there was a group advocating technocracy called "Technocrats", and in the Popular Science and Popular Mechanics magazines there were artist conceptions of what they called a "Flying Wing". So I thought that was what I was seeing, traveling South over the San Andreas Fault. I watched it for a minute or so then turned my attention back to my job. There were windows or portholes along the wings but it made no sound at all. This was in the middle of the afternoon and it was approximately 15 air miles from me flying at about 10,000 feet. It was traveling at what I would estimate 400 to 500 miles per hour. In your interview you spoke of someone who had a sighting of a craft shaped like a boomerang, so I started thinking again that maybe that's what I saw. I don't know.

I had one more unusual thing happen to me in 1956 on 57. It again happened in the oilfields near Ventura. I was driving down a very dark road called Hall Canyon Road which went through Hall Canyon. About 2 o'clock in the morning a very bright light came up behind me, and I thought some smart alek was behind with his bright lights on. Then it went over me with no sound at all going like a bat out of you-know-where. The light was so bright I could have seen half a mile down the canyon. There were no airports anywhere close and as it was traveling to the North-West, I knew that it couldn't be a plane. I still don't know what it was. Maybe you do. I am now 70 years old and retired. I live in beautiful country in Oregon, but I still keep my eyes on the sky. I'm far-sighted so I can see great distances very clearly. I had my eyes checked not long ago, and I now have glasses for reading.

I enjoyed your interview very much and hope to hear from you. I am definitely a believer in UFO's. Have been ever the first sightings were reported.

Sincerely,

Elmer L. Mayfield  
Elmer L. Mayfield

1945

n=6-8

1952

flying  
wing

1956

or

1957

0200L