DEPARTMENT OF THE AIR FORCE
Washington

Office of the Secretary FEBRUARY 9, 1966

Gentlemen:

Based on additional information you submitted to our UFO investigation office at Wright-Patterson Air Force Base, Ohio; we have been unable to identify the object you observed on September 3, 1966. . . .

In 19 years of investigating over 10,000 reports of unidentified flying objects, the evidence has proved almost conclusively that reported aerial phenomena have been objects either created or set aloft by man, generated by atmospheric conditions, or caused by celestial bodies or the residue of meteoric activity.

Thank you for reporting your observation to the Air Force and for your subsequent cooperation regarding the report. I regret any inconvenience you may have suffered as a result.

Sincerely,
/s/ JOHN P. SPAULDING
Lt. Col., USAF
Chief, Civil Branch
Community Relations Division
Office of Information.

MR. EUGENE BERTRAND, JR.
MR. DAVID R. HUNT
Exeter Police Department
Exeter, New Hampshire.

HECTOR QUINTANILLA, JR., *Major, USAF*
Wright Patterson AFB
Dayton, Ohio

Dear Sir:

Since we have not heard from you since our letter to you of December 2, we are writing this to request some kind of answer, since we are still upset about what happened after the Pentagon released its news saying that we have just seen stars or planets, or high altitude air exercises.

As we mentioned in our letter to you, it could not have been the operation "Big Blast" you mention, since the time of our sighting was nearly an hour after that exercise, and it may not even have been the same date, since you refer to our sighting as September 2. Our sighting was on September 3. In addition, as we mentioned, we are both familiar with all the B-47's and B-52's and helicopters and jet fighters which are going over this place all the time. On top of that Ptl. Bertrand had four years of refueling experience in the Air Force, and knows regular aircraft of all kinds. It is important to remember that this craft we saw was not more than 100 feet in the air, and it was absolutely silent, with no rush of air from jets or chopper blades whatever, and it did not have any wings or tail. It lit up the entire field, and two nearby houses turned completely red. It stopped, hovered and turned on a dime.

What bothers us most is that many people are thinking that we were either lying or not intelligent enough to tell the difference between what we saw and something ordinary. Three other people saw this same thing on September 3, and two of them appeared to be in shock from it. This was absolutely not a case of mistaken identity.

We both feel that it's very important for our jobs and our reputations to get some kind of letter from you to say that the story put out by the Pentagon was not true; it could not possibly be, because we were the people who saw this; not the Pentagon.

Can you please let us hear from you as soon as possible.

Sincerely,

PTL. EUGENE BERTRAND
PTL. DAVID HUNT

Mr. Eugene Bertrand, Jr.
Mr. David R. Hunt
Exeter Police Department
Exeter, New Hampshire

Gentlemen:

The sighting of various unidentified objects by you and Mr. Norman Muscarello was investigated by officials from Pease Air Force Base, New Hampshire, and their report has been forwarded to our office at Wright-Patterson Air Force Base. This sighting at Exeter, New Hampshire, on the night of 2 September has been given considerable publicity through various news releases and in magazine articles similar to that from the "Saturday Review" of 2 October, 1965. A portion of this article is attached for your information. This information was released by the National Investigations Committee on Aerial Phenomena, a private organization which has no connection with the government. As a result of these articles, the Air Force has received inquiry as to the cause of this report.

Our investigation and evaluation of the sighting indicates a possible association with an 8th Air Force Operation, "Big Blast." In addition to aircraft from this operation, there were five B-47 type aircraft flying in the area during this period. Before a final evaluation of your sighting can be made, it is essential for us to know if either of you witnessed any aircraft in the area during this time period either independently or in connection with the objects observed. Since there were many aircraft in the area, at that time, and there were no reports of unidentified objects from personnel engaged in this air operation, we might then assume that the objects observed between midnight and 2 a.m. might be associated with this military air operation. If, however, these aircraft were noted by either of you, then this would tend to eliminate this air operation as a plausible explanation for the objects observed.

Sincerely,
HECTOR QUINTANILLA, JR., *Major, USAF*
Chief, Project Blue Book
1 atch.
Article "Saturday Review"

HECTOR QUINTANILLA, JR., *Major, USAF*
Chief, Project Blue Book
Wright Patterson AFB
Dayton, Ohio

Dear Sir:

We were very glad to get your letter during the third week in November, because as you might imagine we have been the subject of considerable ridicule since the Pentagon released its "final evaluation" of our sighting of September 3, 1965. In other words, both Ptl. Hunt and myself saw this object at close range, checked it out with each other, confirmed and reconfirmed the fact that this was not any kind of conventional aircraft, that it was at an altitude of not more than a couple of hundred feet, and went to considerable trouble to confirm that the weather was clear, there was no wind, no chance of weather inversion, and that what we were seeing was no illusion or military or civilian craft. We entered this in a complete official police report as a supplement to the blotter of the morning of September 3 (not September 2, as your letter indicates). Since our job depends on accuracy and an ability to tell the difference between fact and fiction, we were naturally disturbed by the Pentagon report which attributed the sighting to "multiple high altitude objects" in the area and "weather inversion." What is a little difficult to understand is the fact that your letter (undated) arrived considerably after the Pentagon release. Since your letter says that you are still in the process of making final evaluation, it seems that there is an inconsistency here. Ordinarily, this wouldn't be too important except for the fact that in a situation like this we are naturally very reluctant to be considered irresponsible in our official report to the police station.

Since one of us (Ptl. Bertrand) was in the Air Force for four years engaged in refueling operations with all kinds of military aircraft, it was impossible to mistake what we saw for any kind of military operation, regardless of altitude. It was also definitely not a helicopter or balloon. Immediately after the object disappeared, we did see what probably was a B-47 at high altitude, but it bore no relation at all to the object we saw.

Another fact is that the time of our observation was nearly an hour after 2 a.m., which would eliminate the 8th Air Force operation Big Blast, since as you say this took place between midnight and 2 a.m. Norman Muscarello, who first reported this object before we went to the site, saw it somewhere in the vicinity of 2 a.m., but nearly an hour had passed before he got into the police station, and we went out to the location with him.

We would both appreciate it very much if you would help us eliminate the possible conclusion that some people have made in that we might have a) made up the story, or b) were incompetent observers. Anything you could do along this line would be very much appreciated, and I'm sure you can understand the position we're in.

We appreciate the problems the Air Force must have with a lot of irresponsible reports on this subject, and don't want to cause you any unnecessary trouble. On the other hand, we think you probably understand our position.

Thanks very much for your interest.

Sincerely,

PTL. EUGENE BERTRAND
PTL. DAVID HUNT


PELGER


THE EXETER ENIGMA!
AT 2 A.M., ON SEPTEMBER 3, 1965, AS NORMAN MUSCARELLO HITCHHIKES ALONG ROUTE 150, NEAR EXETER, NEW HAMPSHIRE...


SUDDENLY...
GASP! THAT THING...IT'S AS BIG AS A HOUSE! IT'S COMING TOWARD ME!


AS MUSCARELLO LEAPS INTO A DITCH...
IT'S COMING DOWN ON THAT BUILDING! THE PEOPLE INSIDE COULD BE HURT...OR MAYBE KILLED!


SOMEONE'S GOT TO WARN THE PEOPLE IN THAT HOUSE! BUT I'M AFRAID TO GO NEAR THAT BIG GLOWING LIGHT!... I'LL TRY WAKING THE PEOPLE NEXT DOOR!

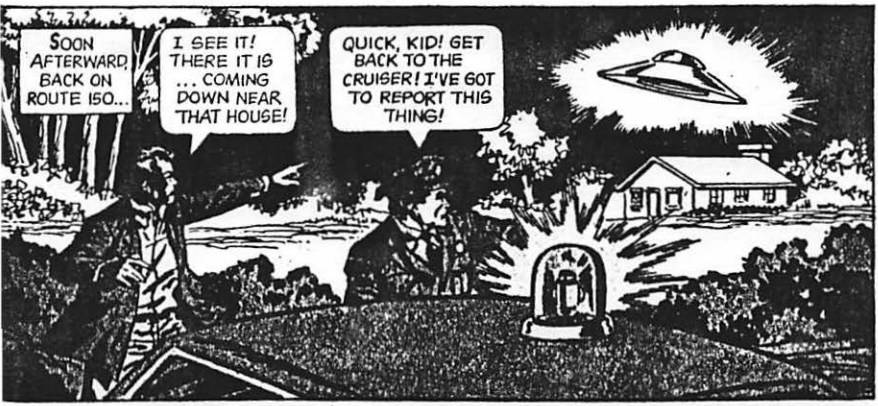

BUT MUSCARELLO POUNDS THE DOOR IN VAIN...
LET ME IN! PLEASE LET ME IN!
THE PEOPLE INSIDE ARE AFRAID TO LET ME IN! THEY PROBABLY THINK I'M SOME ROWDY!
BAM!
BAM!


SOON, AS MUSCARELLO REPORTS TO OFFICER TOLAND, OF THE EXETER POLICE...
I TELL YOU I SAW A UFO ON ROUTE 150!
CALM DOWN! I'LL HAVE ONE OF OUR POLICE CARS CHECK YOUR STORY!


SOON, AS PATROLMAN EUGENE BERTRAM IS CALLED BY RADIO...
A UFO, EH? STRANGE! I JUST GOT THE SAME STORY FROM A WOMAN DRIVER ON ROUTE 101!


"SHE'D BEEN SCARED TO DEATH BY SOME BIG GLOWING OBJECT WHICH CHASED HER CAR FOR MILES..."
EEEEE!


THAT SOUNDS JUST LIKE THE UFO I SAW!
IT WAS PROBABLY SOME ORDINARY AIRCRAFT! MAYBE A HELICOPTER WITH LANDING LIGHTS! BUT WE'LL LOOK INTO IT!


SOON AFTERWARD, BACK ON ROUTE 150...
I SEE IT! THERE IT IS ... COMING DOWN NEAR THAT HOUSE!
QUICK, KID! GET BACK TO THE CRUISER! I'VE GOT TO REPORT THIS THING!


SECONDS LATER, THE POLICE FREQUENCY ECHOES TO A FRANTIC CRY...
TOLAND! THE KID WAS RIGHT! I SEE THE THING MYSELF! LIGHTS FLASHING ALL OVER IT! IT'S LIKE NOTHING I'VE SEEN ON THIS EARTH!


MEANWHILE, IN A NEARBY BARN THE LIVESTOCK IS IN PANIC, TERRORIZED BY SOME UNEXPLAINABLE FEAR...
WHINNEE!
BAWRR!
WHINNE


MOMENTS LATER, AS PATROLMAN DAVID HUNT PULLS UP IN ANOTHER CRUISER...
BERTRAM, I HEARD YOUR REPORT ON THE RADIO! I DIDN'T BELIEVE IT...TILL NOW!


ALL NIGHT REPORTS OF SIGHTINGS POUR IN...


NEXT DAY, THE AIR FORCE GIVES ITS EXPLANATION...
WHAT EVERYONE SAW WAS PROBABLY A NIGHT TIME BOMBER REFUELING OPERATION WE'RE CONDUCTING IN THAT AREA!
ARE YOU KIDDING? OFFICER BERTRAM SPENT YEARS IN THE AIR FORCE! HE'D KNOW A BOMBER FROM A UFO!

EXETER '65

1: Direction Muscarello was facing looking at object over house.
2: Direction Bertrand & Muscarello saw object rise & approach them.
3: Direction everybody watched the object fly away to ocean.


Clyde Russell Residence
Carl Dining Paddock
Amesbury Rd
150
Fowler Sketch Overlay
JC 4.22.1012
136 ft
© 2012 Google
Image MassGIS, Commonwealth of Massachusetts EOEA
Google earth
Imagery Date: 4/9/2008
1992
42°56'45.67" N 70°57'16.15" W elev 72 ft
Eye alt 680 ft

Event: post-midnight Sept. 3 AM (Muscarello)(Bertrand in Exeter).

Sept. 3rd ~3mi "Southwest" of Exeter (says Hunt).

Route 150. Hampton call occurs shortly post. MBH sighting.

9AM: Pease USAF come, interview, & go to field. // Reporters already had story.

Sept 6th Muscarello interviewed ... not Fowler. // Manchester paper pub's story.

(Bertrand & Hunt have figured out w/ E by now.)

Sept 11th Fowler's investigation. {Fowler & Bertrand only back at site}
(Hunt interviewed at HQ).

Sept. 15th USAF investigation stymied. // Fuller in. Calls Fowler then Bertrand.

c. Oct. 19? Fuller interviews Fowler (if he read reports, then he knows w/ ← E).

Oct. 20 meets B&H. → go to site.

1965, September 2/3

Rec'd: 9-15-65

UFO SUMMARY SHEET

UFO Reports - 9/3/65

	Witness-Name and Address	Age	Location of UFO Sighting	Time EDT
	Unidentified woman motorist	n/a	Route 101, Epping to Exeter, NH	-12:30 AM
3	Norman J. Muscarello 205 1/2 Front Street, Exeter, New Hampshire	18	Route 150, Kensington, NH Russell & Dining properties	±1:00 AM ±2:25 AM
	Officer Eugene F. Bertrand (Exeter Police Department) Pickpocket Road, Exeter, New Hampshire	32	Route 150, Kensington, NH Russell & Dining properties	±2:25 AM
	Officer David R. Hunt 11 Charles Street, Exeter, New Hampshire (Exeter Police Department)	26	Route 150, Kensington, NH Russell & Dining properties	±2:35 AM
	Officer David R. Hunt		Route 85/101 Bypass, Exeter NH	3:30 AM
	Unidentified man		Hampton, New Hampshire	Early AM

BACKGROUND:

I received news of the sighting through newsclips and from a friend whose niece is a policewoman for the Exeter, New Hampshire Police Department. I arrived at the Exeter Police station at 6:40 AM on 11 September and interviewed Officer Hunt who filled out and signed an 8-page UFO questionnaire and later gave permission to use his name in connection with the report. I proceeded to the residence of Norman Muscarello and discovered that he was out of State until 14 September. Arrangements have been made for a personal interview upon his return. I then drove out to the sighting area of sightings 2 & 3 and interviewed residents in the general area. Next, I went to the home of Officer Bertrand and drove him back to the area of sighting 2 & 3 where he filled out a UFO questionnaire, signed it and gave NICAP permission to use his name in connection with his sighting. While at the sighting area he gave me a detailed description of the sightings and related information. I interviewed others in the area who had related information and arrived back home at 2:45 PM. My brother Richard A. Fowler and I returned to the area and took photographs. We walked several miles along some power lines near to the sighting area examining this area for any signs of a UFO landing. We feel that the UFO might have been attracted to this area by these power lines. We found nothing.

SIGHTING ACCOUNT #1

At approximately 12:30 AM EDT Officer Bertrand came upon 1 woman (not 2 as reported by newspapers) parked in an automobile on Route 101 just outside Exeter. When asked if she needed help she said excitedly that she had been chased along Route 101 between Epping and Exeter for 12 miles by a flying object which was encircled with a brilliant red glow. She stated that the object dived at her moving automobile several times. When Bertrand asked

where the object was, she pointed to what he thought was a bright star on the horizon. He dismissed the incident and after watching the light source for a few minutes to reassure the woman he proceeded on in the cruiser. He dismissed the incident and did not attach enough importance to the woman's account to warrant obtaining her name.

SIGHTING ACCOUNT #2 (More details forthcoming pending personal interview)

At approximately 1:00 AM EDT, Norman Muscarello was walking along Route 150 in Kensington, N.H. about 2 miles from Exeter. He had been visiting in Amesbury, Mass. and had been thumbing rides home to Exeter. As he approached the Clyde Russell residence he was alarmed to see an object carrying at least 4 extremely bright red pulsating lights emerge from nearby woods and manuver over the field adjoining the road which belongs to Carl Dining. It moved over the Clyde Russell home and hovered there. The house was only 20-30 feet from where Muscarello stood and the object appeared to be just a matter of several feet from the roof. Frightened thoroughly he crouched down beside the stonewall which runs along the field. Several times it seemed to move closer to him. Its lights were so bright that the Russell home was bathed with a red glow. The size of the object seemed to be much larger than the Russell home and Muscarello later told the police it was 80-90 feet long. The object was completely silent. Then it moved back over the Carl Dining field and disappeared over the trees. Muscarello pounded on the door of the Clyde Russell home shouting that he had seen a "flying saucer". The Russells woke up but refused to answer the door thinking that the boy was drunk or something. Muscarello finally gave up and started down the road toward Exeter. He flagged down a passing automobile and received a ride to the Exeter Police station.

(The above account is based upon information received from Officers Hunt and Bertrand. I hope to receive more detailed information from Norman Muscarello personally as soon as he returns from Rhode Island.)

SIGHTING ACCOUNT #3

Muscarello reported the incident to Desk Officer Reginald Towland at about 1:45 AM EDT. He was white with fear and hardly able to talk. A radio call was made to Officer Bertrand asking him to return to the station, pick up Muscarello and investigate at the scene of the sighting which he did. Upon arriving at the Carl Dining field the object was nowhere to be seen. After waiting and looking from the cruiser for several minutes, Bertrand radioed headquarters that there was nothing there and that the boy must have been imagining things. It was then suggested that he examine the field before returning, so Bertrand and Muscarello advanced into the field. As the police officer played his flashlight beam back and forth over the field, Muscarello sighted the object rising slowly from behind some nearby trees and shouted. Bertrand swung around and saw a large dark object carrying a straight row of 4 extraordinarily bright red pulsating lights coming into the field at tree top level. It swung around toward them JUST clearing a 60-70 foot tree and seemingly only 100 feet away from them. Instinctively Officer Bertrand drew his service revolver. (He stated that Muscarello said that he shouted "I'll shoot it!") but thinking this unwise replaced it and yelled to Muscarello to take cover in the cruiser. He told me that he was afraid that they both would be burned by the blinding lights closing in on them. They ran to the cruiser where Bertrand immediately put

in a radio call to headquarters for assistance. Officer Hunt arrived within minutes and the trio observed the object move away over and below the tree line.

DATA (Sighting #3) - Based on signed questionnaires and interviews with Officers Bertrand and Hunt.

There is confusion concerning the exact times of the sighting. The police stated that the newspaper account stating that Muscarello arrived at the station at 12:00 AM is incorrect and that it was probably close to 2:00 AM EDT. I have arbitrarily assigned the time as being 1:45 AM EDT after taking everything into consideration. Muscarello's mother also thought it was closer to 2:00 AM. Perhaps after my interview with Muscarello I will be able to pinpoint the time more exactly. Based upon the 1:45 AM time and the fact that when the trio returned to headquarters and reported the sighting #3 to Desk Officer Towland at exactly 2:55 AM, I figure that sighting #3 took place approximately between 2:25 and 2:40 AM.

Sighting #3 took place over the field of Carl Dining in Kensington, N.H. on Route 150 about 3 miles south of Exeter, N.H. The duration of the observation was about 10 minutes by Officer Bertrand and Norman Muscarello and about 5 minutes by Officer Hunt when he joined the pair at the field. There was no trace of daylight at the sighting time. The weather was dry and cool with a slight breeze. Observing conditions were excellent. The moon had set at 11:15 PM EDT and the sky was studded with stars. The exact shape of the object could not be seen by either police officer although Bertrand told me that it seemed compressed as if it were round or egg-shaped with definitely no protrusions like wings, rudder or stabilizer. I hope to obtain more details from Muscarello concerning the shape, size, etc. of the object.

The object carried at least 4 extremely brilliant pulsating red lights which appeared to flash in a steady sequence. They were arranged in a fixed straight line position. Officer Bertrand said that they were brighter than any light he had ever seen and at close range he found that he could not look directly at them. He had the impression that he and Muscarello might have been burned if they did not run from the object as it approached them. He compared their brightness to that of automobile headlights shining directly in one's face at less than several yards away. The manner in which they pulsated gave Bertrand the distinct impression that this was an intelligently-constructed vehicle and definitely not some natural phenomenon. The lights were definitely seen to be part of a large dark solid object. The reflection off the objects body caused a halo effect around it. Both officers had eyeglasses on when viewing the object. Neither officer would give an estimate of how large the object itself was although Bertrand was quoted to have said that it was as "big as a house". Bertrand told me that it was very large but the lights obscured it, preventing him from seeing enough of it to know how large. When Officer Hunt arrived the object had moved off so that he thinks he only saw 2 of the lights. I was, however, able to obtain a statement from Bertrand concerning the apparent size of the object. He stated that when the object was at its closest that it was almost the apparent size of a "grapefruit" held at arm's length. When he first sighted it the size seemed to be that of a "baseball" held at arm's length. He estimated that it was 200 yards away when he first spotted it after Muscarello shouted. He said that at its closest approach it just cleared a nearby 60-70 foot tree. He said the object was very close and that it

appeared to be about 100 feet away. While viewing it from the cruiser it manuvered over the field at about 500 yards away before moving out over the tree-line. As it moved the object seemed to tilt back and forth from side to side.

The sighting area was open countryside with farms, fields and woods. The object was first seen in the northeast and last seen in the north moving in an east to west flight pattern in a straight line with an elevation of about 10° above the tree-line.* Both officers had read a little on UFOs. Neither would venture an opinion as to what the object was but Officer Bertrand stated that it was definitely not an airplane or helicopter and that in his opinion that it was an intelligently constructed and operated vehicle. No sound was heard by the witnesses, even at close range but apparently the animals in the nearby barn of Carl Dining could hear or sense something that frightened them as during sighting #2 and #3 they whinnied and kicked their stalls. The dog which belonged to people across the road was barking furiously. No interference was noticed on the police radio nor were the lights and ignition of the cruiser affected. Neither officer would estimate the object's speed but stated it was very slow. No scorched marks or indentations were found in the field. Both officers agreed that their signed statements and names could be used by NICAP in connection with the report.

SIGHTING ACCOUNT #4

At 3:30 AM EDT Officer Hunt sighted what appeared to be the same object hovering in the distance while at the Route 85-101 bypass in Exeter. He radioed Officer Bertrand who told him it was probably a star. Shortly after this he looked for it again but it had disappeared. Since there was little detail in this sighting I did not bother to probe for details.

SIGHTING ACCOUNT #5

To add to the excitement the police and others told me that an unidentified hysterical man tried to call the police during these early morning hours to report a UFO. He dialed the operator from a pay station in Hampton, N.H. and excitedly asked the operator to connect him with the police as he had been chased by a "flying saucer". Before the call could be put through to the police, the telephone connection went dead. Neither the man or the particular Hampton pay station could be traced.

MILITARY INVESTIGATION

Officer Bertrand informed me that soon after they made their report of sighting #3 to Desk Officer Towland they notified Pease AFB, Portsmouth, N.H. of the sightings by phone. Later Pease AFB phoned back and arranged for the police officers to be interviewed. At around 9:00 AM that same morning, a USAF Major and Lieutenant in uniforms arrived, questioned them and drove both Bertrand and Hunt out to the Carl Dining field where they had sighted the UFO. They asked more questions and returned with the police officers to the station. The USAF officers asked the police to try to keep the sighting from the press so as to avoid alarming the local people. The police told the USAF officers that it was too late for this as several reporters already had the story. (One had driven from Manchester on a motorcycle complete with black jacket, helmet and goggles. I heard privately that he gave the police quite a start when he came into the station looking like a man from outer space!?!)

Bertrand told me that most of the questions asked were the same as I had asked. The USAF team were particularly interested in the size and shape of the object. One question that stuck in Bertrand's m nd was that they wanted to know if the chicken's on the Carl Russell residence next to the field were awakened and alarmed during the sighting. (Apparently they were not disturbed as they were not heard during the sighting although they may have and just were not heard as the chicken house is probably 300-400 yards, at least, from where Muscarello and Bertrand were standing in the field.

Three interesting items told to the police were that (1) that a USAF check had revealed no aircraft in the area during the time sighting #3 occured; (2) that Pease AFB had been receiving other UFO reports in the New Hampshire area almost nightly during the previous week. (3) They mentioned a sighting which took place in late July concerning an automobile coming upon a UFO hovering over the road n front of them. I have the details and hope to look into it.

USAF & Navy

After returning Officers Bertrand and Hunt to headquarters, both the Major and Lieutenant returned to the sighting area and questioned residents living near the field. Mrs. Muscarello told me that 2 USAF officers had questioned her son at length <u>and</u> that a U.S. Navy officer also came to the house and asked several questions about the sighting.

INTERESTING SIDELIGHTS

1. Mr. and Mrs. Chase of Kensington who live a few miles down Route 150 told me that:

   a. An Air Force Officer had gone around all, or some for reference to all the stores selling newspapers in Exeter and purchased <u>all</u> copies of the Manchester, N.H. "Union Leader" newspaper which carried a detailed account of these sightings and a posed photo of Herman Muscarello and Officers Bertrand, Hunt and Towland. The police had not heard of this and I did not check further.

   b. Mrs. Chase, a nurse, was on duty at the Exeter Hospital during the sightings and told me that the Hampton, N.H. police phoned the hospital to see if a man was brought into the hospital suffering a heart attack or shock. This was in relation to the hysterical man who tried to reach the police by phone about being chased by a UFO. Reference sighting #5.

   c. Mrs. Chase also told me that a friend of hers, a Mrs. Parker Bledgett, works as a correspondent for the "Haverhill (Mass.) Gazette" newspaper and was asked by the USAF not to publish the UFO reports. (However, she did, as I have a copy of her article dated 9-7-65).

2. A Mrs. St. Laurente of Kingston Road, Kensington, N.H. told a church minister friend of mine that her brother, who usually cuts the hay on the Carl Dining field, refuses to do so because he has heard that the hay has been contaminated by radiation.

3. The police told me that for the past few weeks previous to the sightings they have received reports from people, some of them personal friends, of their whole house suddenly being momentarily illuminated by a bright reddish glow after they had gone to bed. No objects were seen.

4. Mr. and Mrs. DeMarco, N. Hampton Road (Route 88), Hampton, N.H. observed a star-like object blinking red which alternately hovered and moved in

the western sky between 9:00 and 9:30 PM on 9-5-65. Since Venus had set and Mr. Demarco was a former USAF Control Tower Operator who assured me that it was not an aircraft, I thought the report was worth mentioning.

5. A Mr. Rice, who owns a CB radio told me that he was talking over his radio with a Portsmouth, N.H. police cruiser on 9-7-65 about 8:00 PM EDT. The officer told him that he was out investigating a UFO report and asked Mr. Rice to give him a call if he spotted it. He said the UFO was supposed to be over the Hampton Falls area near where Mr. Rice lives on Route 88. No UFO was seen by Mr. Rice. The cruiser used call letters KHA-8616 and used both channel #2 and #6.

6. Since the UFO sighting at the Carl Dining field, many cars pull up and watch for the object at night. Mr. Dining had to rope off the entrance to his field and post it as people were littering his property.

7. Mrs. Muscarello thinks the USAF Lieutenant's name was Brant.

8. On my first two visits to the Carl Dining field on the morning of 9-11-65 I saw a low-flying C-119 Flying Boxcar pass over the area on both occasions.

9. Other civilian UFO Investigators were given the brushoff by the police. I was very fortunate to have received such a good response from them.

EVALUATION

Characters of witnesses:

Muscarello - Comes from twice-broken home - has had problems with police and is well-known by them - usually a cool calm boy. Until my personal interview with him I can say no more.

Bertrand & Hunt - Credible witnesses, good observers with a keen desire to relate only facts - I could not even persuade them to guess at estimates of the object's real size and speed.

The Sightings

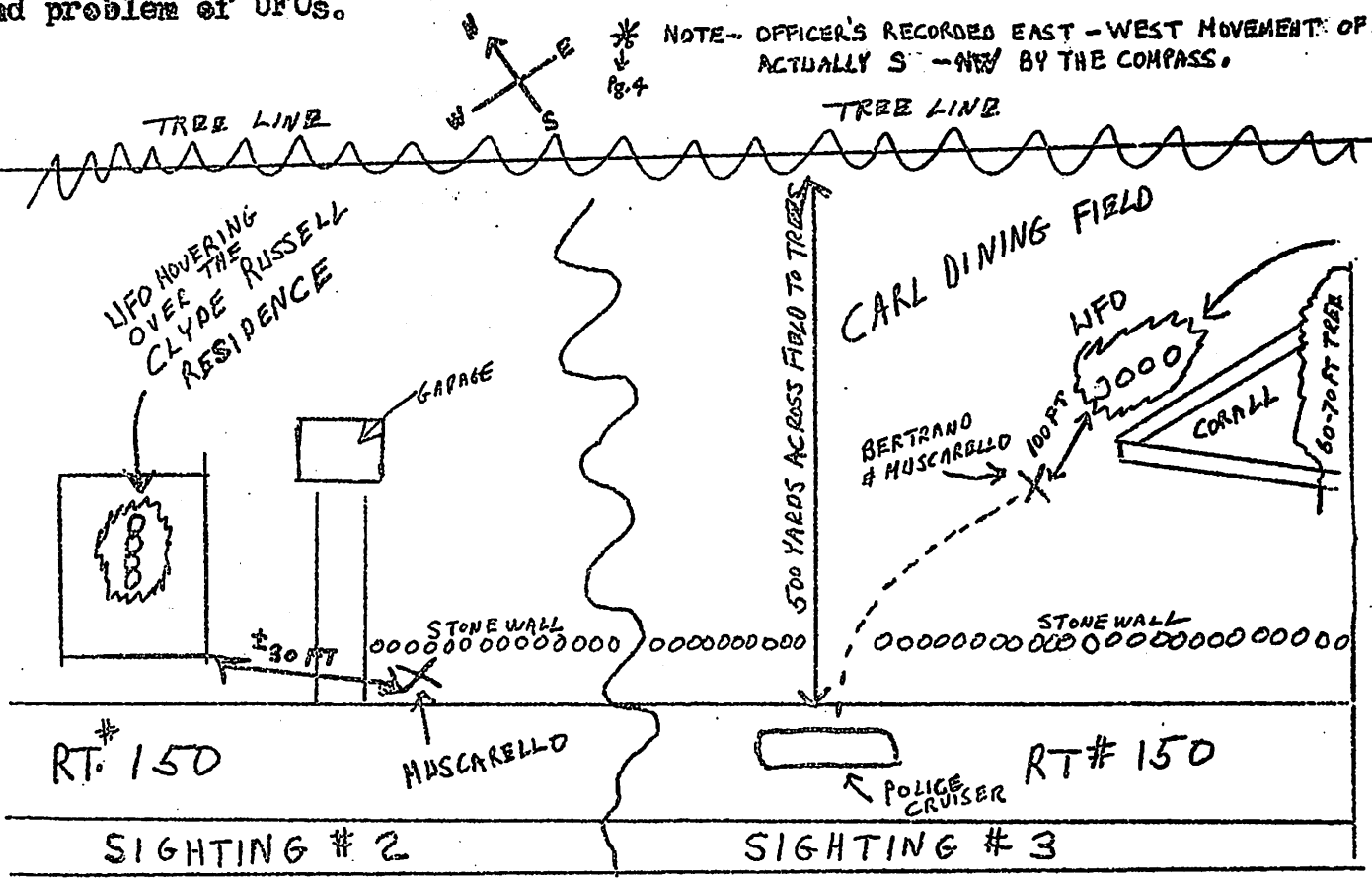
Sighting # 1 - There is enough similarity between the unidentified woman's report and the detailed sightings #2 & #3 to warrant its probable authenticity. The chances of a similar report occuring the same morning, unless it were authentic, is astronomical. It is possible that the object she pointed out to Officer Bertrand was Jupiter and not the object that had chased her.

Sightings #2 &#3- The credibility of the witnessing police officers coupled with the sightings of Muscarello; the many typical "UFO characteristics exhibited by the object; the other correlated UFO reports and the military's interest and actions concerning the UFO reports, rate these as first-class UFO sightings by this Investigator.

Sighting # 4 - Insufficient Information but interesting.

Sighting #5 - Again, the chances are astronomical that several people entirely independent of one another should report that they were "chased by a flying saucer" in the same general area. It is possible concerning sighting #5 that someone could have been monitoring the police radio conversations about the UFO reports and decided to play a little joke but this seems unlikely. Not many people, other than responsible law enforcement officers are up tuning the police radio band at these wee hours of the morning. Thus, the report is probably genuine. Why the unidentified man did not or could not complete his call to the police will have to remain an open question unless he steps forward and relates what happened.

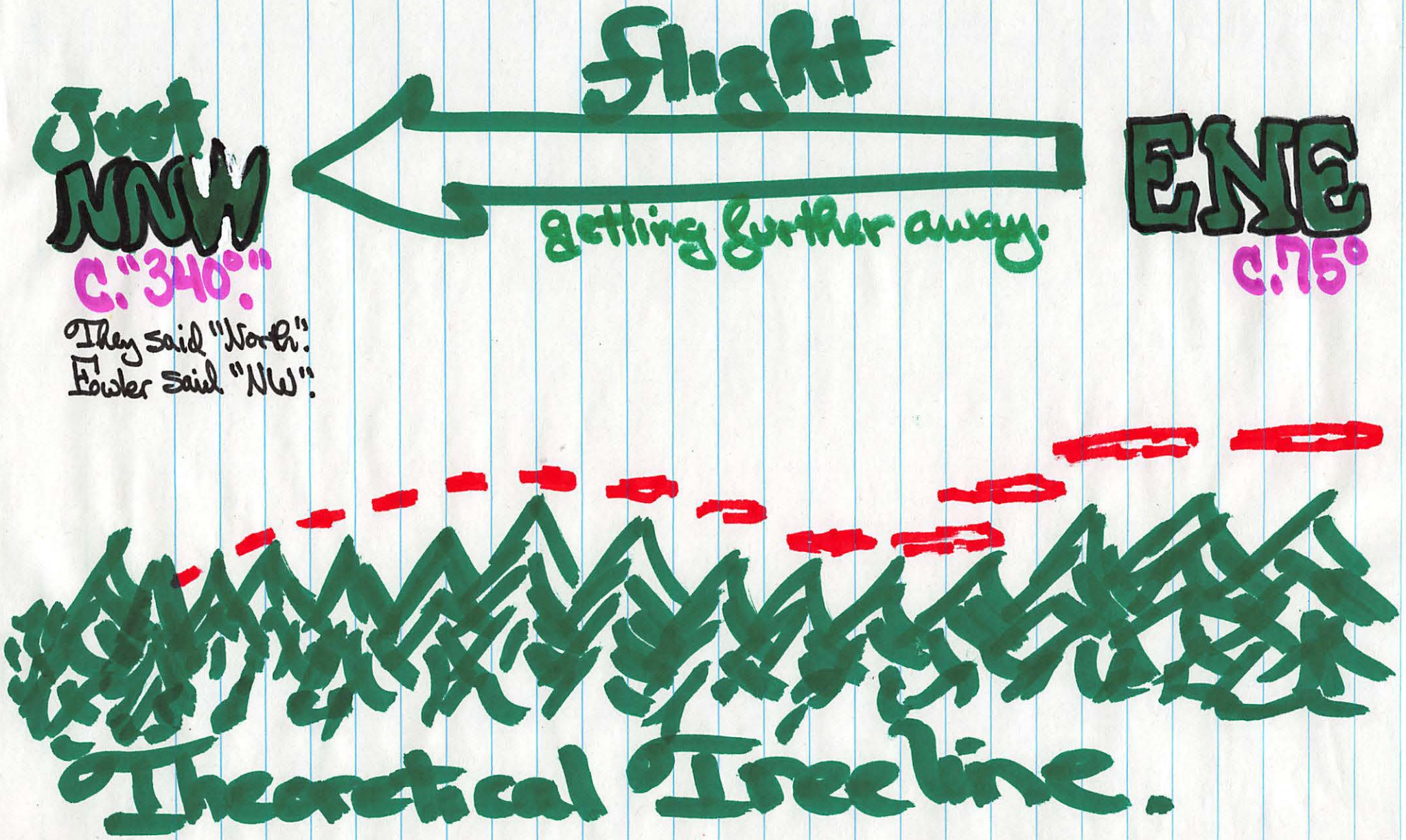
I was able to talk to many people during my investigation. The great majority did not appear to be frightened about the incident. This is contrary to what the USAF team thought would occur if the story got in the newspapers. Instead of fear, I found a tremendous curiosity on the part of people to know more about UFOs. Strangely enough many openly voiced the interplanetary origin theory without any encouragement from me. Several years ago very few people other than those who have read widely about UFOs would talk like this. Slowly but surely over the years the public has been becoming "UFO-conscious". Reports like this one coupled with wide publication will help much in informing the public-at-large of the reality and problem of UFOs.



Respectfully submitted,

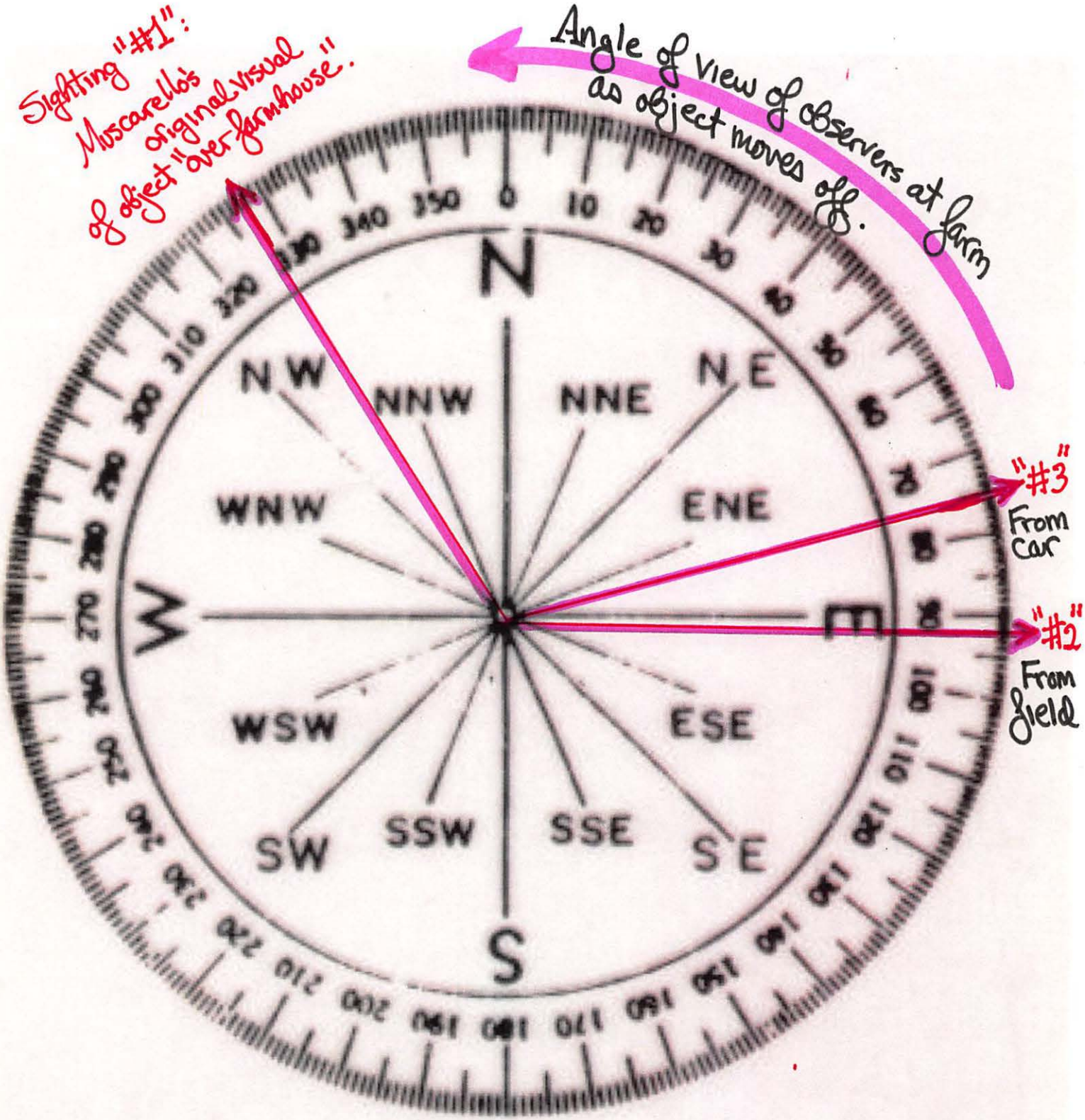
Raymond E. Fowler

Raymond E. Fowler
Chairman: NICAP Mass. Subcommitee



c. 5 minutes: all 3 see object move away & disappeared behind treeline to NNW.

c. 5 minutes: Bertrand and Muscarello watch.


Sighting "#1": Muscarello's original visual of object "over farmhouse".
Angle of view of observers at farm as object moves off.
"#3" From car
"#2" From field
N
NE
E
SE
S
SW
W
NW
NNE
ENE
ESE
SSE
SSW
WSW
WNW
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180
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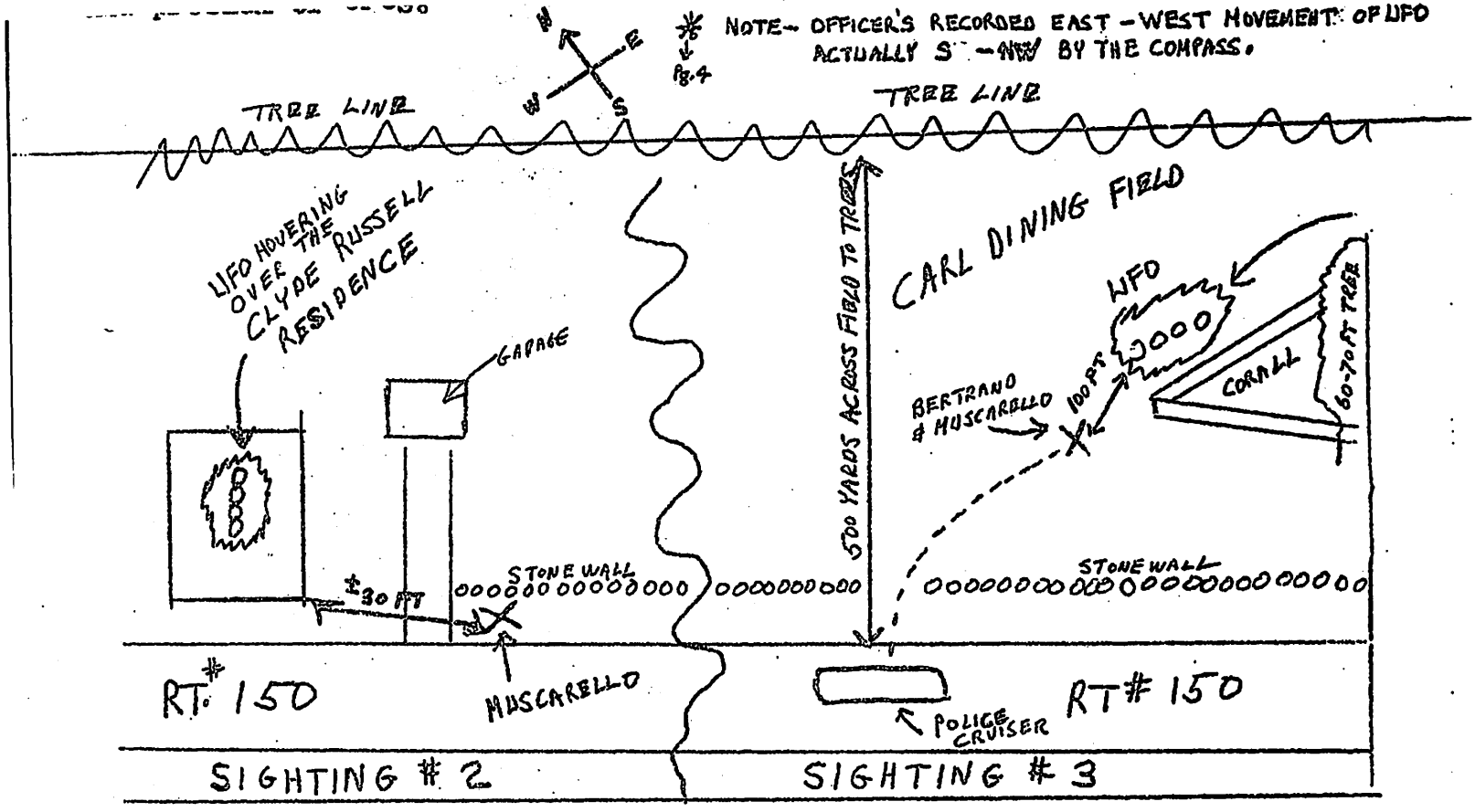
340
350

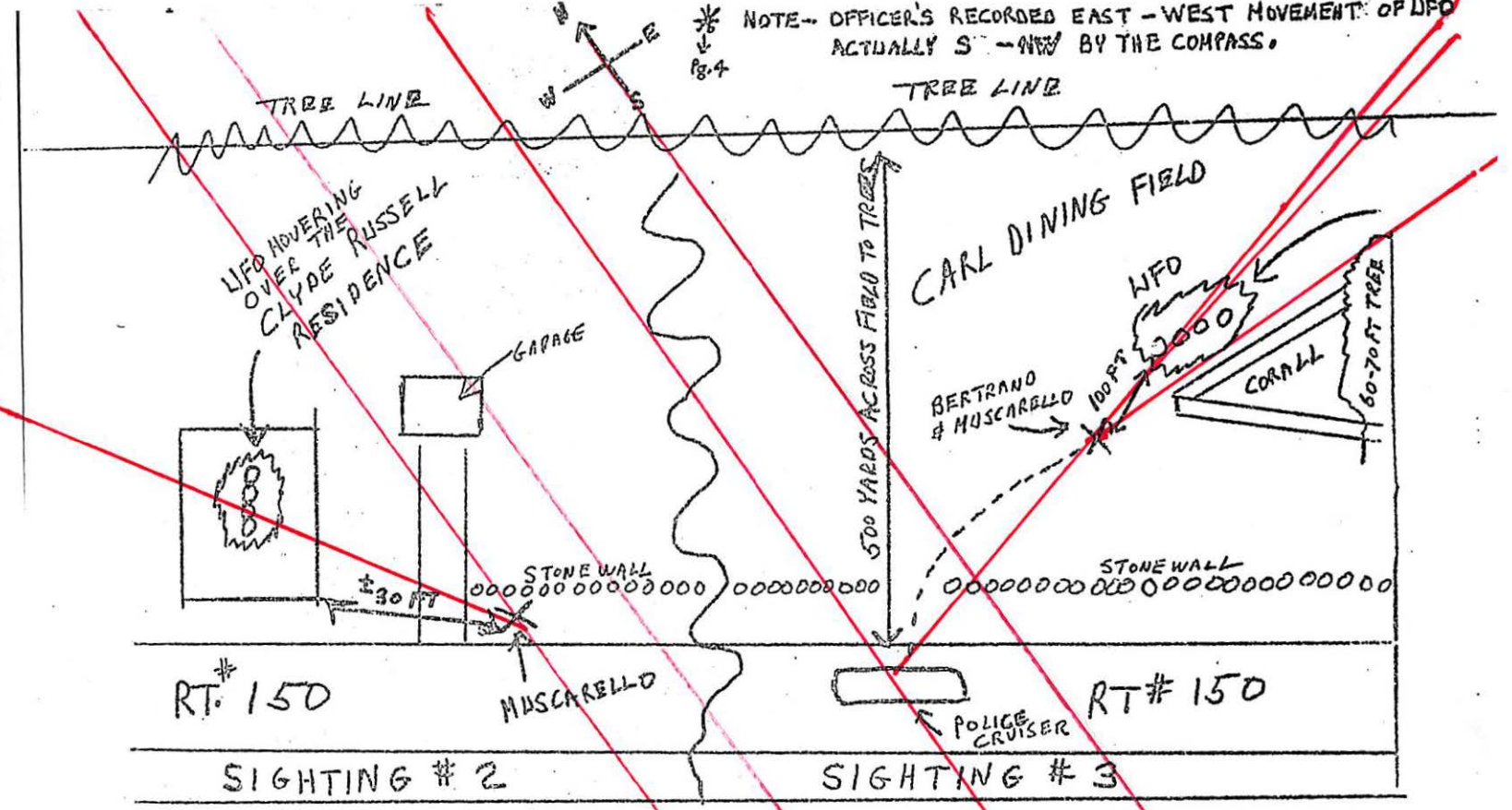
"Left" footing
"Lower" length
"Secondary" length



Respectfully submitted,

Raymond E. Fowler

Raymond E. Fowler
Chairman: NICAP Mass. Subcommitee



Respectfully submitted,

Raymond E. Fowler

Raymond E. Fowler
Chairman: NICAP Mass. Subcommitee

U F O DATA SHEET

This questionnaire has been prepared so that you can give as much information as possible concerning the "Unidentified Flying Object" 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. Thank you very much for your cooperation in this matter.

Investigator: National Investigation Committee on Aerial Phenomena
Raymond E. Fowler
13 Friend Court
Wenham, Massachusetts

Time he reported sighting to Desk officer - 12:25 AM (WAS SIGHTING T

1. When did you see the object?
3 (DAY) 9 (MONTH) 1965 (YEAR)

2. Time of day: 2 (HOUR) 55 (MINUTES)
(Circle One): (A.M.) or P.M.

3. Time zone: (Circle One): (a.) Eastern
b. Central
c. Mountain
d. Pacific
e. Other _____

(Circle One): (a.) Daylight Saving Time
b. Standard Time

4. Where were you when you saw the object?
KENSINSTON RFD (Nearest Postal Address) KENSINGTON (City or Town) N.H. (State or Country)

Additional remarks: _____

5. Estimate how long you saw the object. _____ (HOURS) 10 (MINUTES) _____ (SECONDS)

5.1 Circle one of the following to indicate how certain you are of your answer to Question 5.

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

6. What was the condition of the sky?
(Circle One):
a. Bright daylight
b. Dull daylight
c. Bright twilight
d. Just a trace of daylight
e. (No) trace of daylight
f. Don't remember

7. If you saw the object during DAYLIGHT, TWILIGHT, or DAWN, where was the SUN located as you looked at the object?
N/A
a. In front of you
b. In back of you
c. To your right
d. To your left
e. Overhe
f. D

U F O DATA SHEET

This questionnaire has been prepared so that you can give as much information as possible concerning the "Unidentified Flying Object" 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. Thank you very much for your cooperation in this matter.

Investigator: National Investigation Committee on Aerial Phenomena
Raymond E. Fowler
13 Friend Court
Wenham, Massachusetts

Time he reported sighting to Desk officer 12:25 AM WAS SIGHTING TIME

1. When did you see the object?
   3 (DAY) 9 (MONTH) 1965 (YEAR)

2. Time of day: 2 (HOUR) 55 (MINUTES)
   (Circle One): (A.M.) or P.M.

3. Time zone: (Circle One): (a.) Eastern
   b. Central
   c. Mountain
   d. Pacific
   e. Other _____

   (Circle One): (a.) Daylight Saving Time
   b. Standard Time

4. Where were you when you saw the object?
   KENSINSTON RFD (Nearest Postal Address) KENSINGTON (City or Town) N.H. (State or Country)

   Additional remarks: _____

5. Estimate how long you saw the object. _____ (HOURS) 10 (MINUTES) _____ (SECONDS)

   5.1 Circle one of the following to indicate how certain you are of your answer to Question 5.

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

6. What was the condition of the sky?
   (Circle One):
   a. Bright daylight
   b. Dull daylight
   c. Bright twilight
   d. Just a trace of daylight
   e. (No) trace of daylight
   f. Don't remember

7. If you saw the object during DAYLIGHT, TWILIGHT, or DAWN, where was the SUN located as you looked at the object?
   a. In front of you
   b. In back of you
   c. To your right
   d. To your left
   e. Overhead
   f. Don't remember

N/A

8. If you saw the object at NIGHT, TWILIGHT, or DAWN, 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- dark
d. Don't remember

9. Was the object brighter than the background of the sky?

(Circle one): a. YES b. NO c. DON'T REMEMBER

10. If it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight appearing to be? (CIRCLE ONE BELOW):

a. A mile or more away? (a distant car)
b. Several blocks away?
c. A block away?
d. Several yards away?
e. Other? BRIGHTER THAN HEADLIGHT AT CLOSE RANGE

11. Did the object: (Circle One for each question)

a. Appear to stand still at any time?	YES	NO	DON'T KNOW
b. Suddenly speed up and rush away at any time?	YES	NO	DON'T KNOW
c. Break up into parts or explode?	YES	NO	DON'T KNOW
d. Give off smoke?	YES	NO	DON'T KNOW
e. Change brightness?	YES	NO	DON'T KNOW
f. Change shape?	YES	NO	DON'T KNOW
g. Flicker, throb, or pulsate?	YES	NO	DON'T KNOW

12. 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: _____

13. Did the object move in front of something at any time, particularly a cloud?
YES NO DON'T KNOW (Circle One)
If you answered yes, then tell what it moved in front of: _____

14. Did the object appear (Circle One): SOLID? TRANSPARENT? DON'T KNOW

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

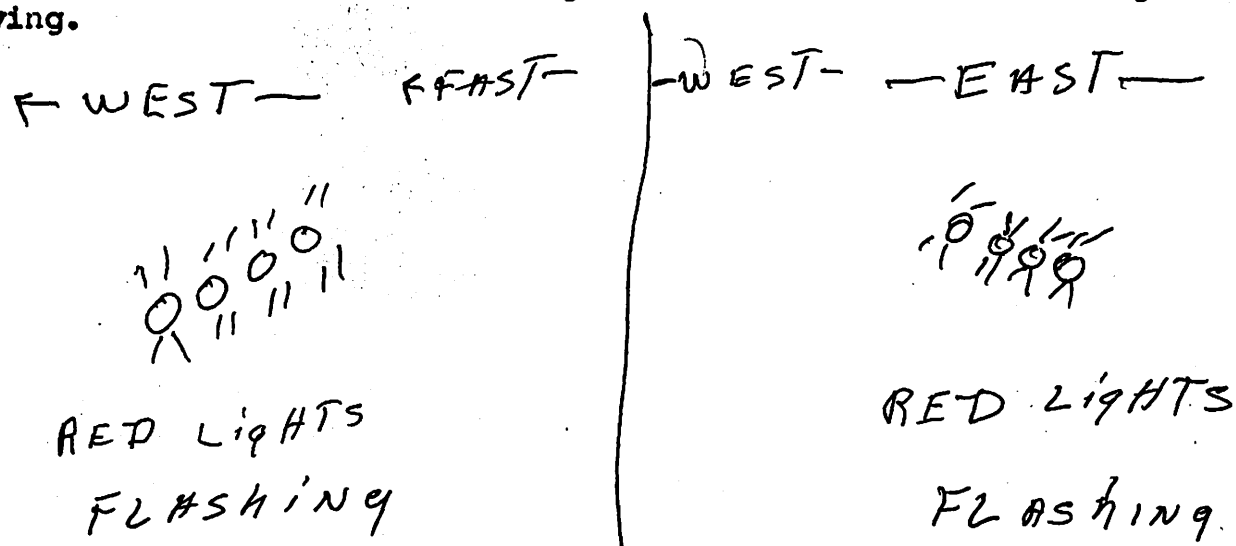
a. Eyeglasses	YES	NO	d. Window glass	YES	NO	g. Other	
b. Sun glasses	YES	NO	e. Binoculars	YES	NO		
c. Windshield	YES	NO	f. Telescope	YES	NO		

16. Tell in a few words the following things about the object.

a. SOUND NONE

b. COLOR RED

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



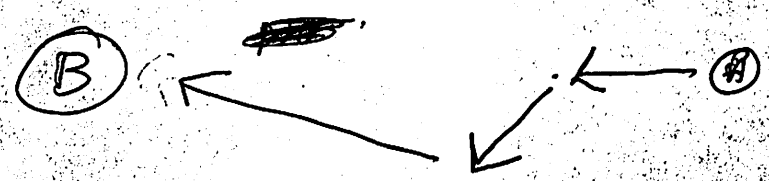
18. The edges of the object were:

(Circle One): a. Fuzzy or blurred
b. Like a bright star
c. Sharply outlined
e. Other LIGHTS WERE SO BRIGHT THEY CREATED A HALO

19. 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 travelling.

N/A

20. 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.



21. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension. N/A Feet.

22. How large did the object or objects appear as compared with one of the following objects "held" in the hand at about arm's length?

(Circle One):
a. Head of a pin
b. Pea
c. Dime
d. Nickel
2- (e) Quarter
f. Half-dollar
g. Silver dollar
1- (h) Baseball
(i) Grapefruit ← see question 41
j. Basketball
k. Other _____

Ed

22.1 CIRCLE ONE of the following to indicate how certain you are of your answer to Question 22.

a. Certain
b. Fairly certain
(c) Not very sure
d. Uncertain

* - While over field when 1st seen.
** - While over trees bordering field

1 - 200 yards *
2 - 500 yards **

23. How did the object or objects disappear from view? _____
DROPPED BELOW TREE LINE

24. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type MATERIAL would you make it? How LARGE would it be, and what SHAPE would it have? 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.

N/A

25. 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
e. At sea
f. Other _____

26. Were you (Circle One):

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

27. What were you doing at the time you saw the object, and how did you happen to notice it?

Went To Assist 18 year old boy

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

N/A

28.1 What direction were you moving? (Circle One):

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

28.2 How fast were you moving? _____ miles per hour

28.3 Did you stop at any time while observing object?
(Circle One): YES NO

29. What direction were you looking when you FIRST SAW the object? (Circle One):

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

30. What direction were you looking when you LAST SAW the object? (Circle One)

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

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the the number of degreees it was upward from the horizon (elevation)

N/A

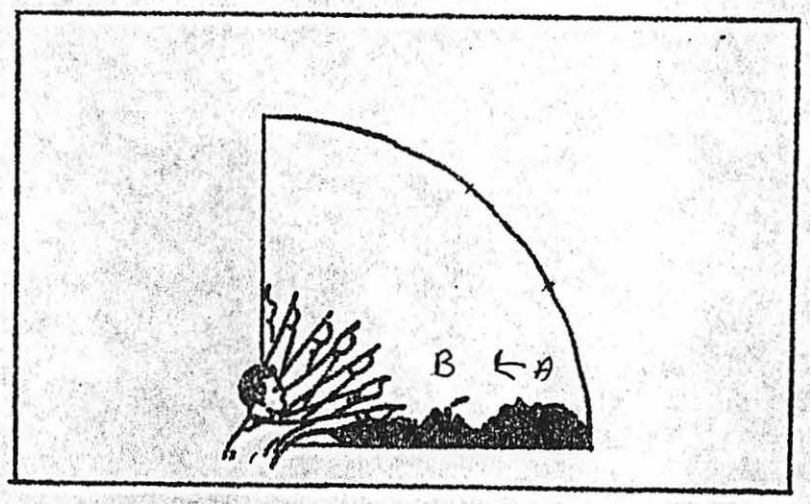
31.1 When it first appeared:

a. From true North _____ degrees
b. From horizon _____ degrees

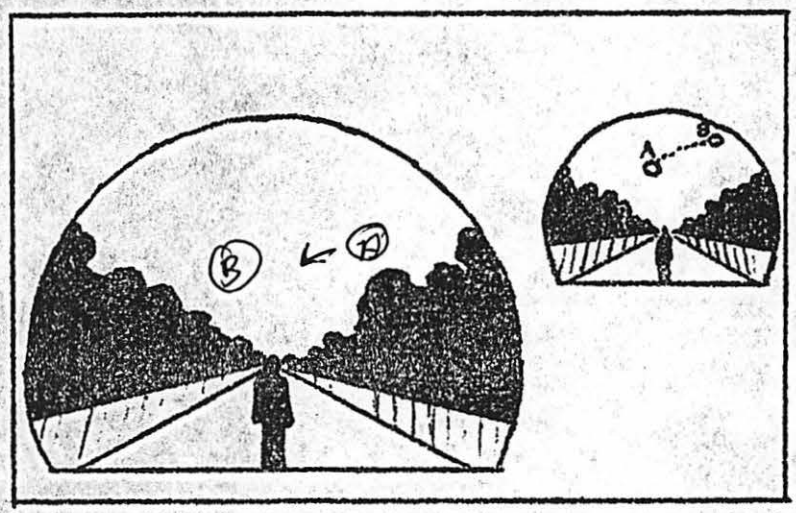
31.2 When it disappeared:

a. From true North _____ degrees
b. From horizon _____ degrees

32. 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 <u>same</u> curved line to show how high the object was above the horizon (skyline) when you LAST saw it.



33. In the following larger sketch place an "A" at the position the object was when you FIRST saw it, and a "B" at its position when you LAST saw it. (Refer to smaller sketch as an example of "how" to complete the larger sketch.)



33.1 Were there any KNOWN aircraft in the sky during your sighting?

(Circle One): YES NO

If you answered YES, was it following or attempting to intercept the Unidentified Flying Object? (Circle One): YES NO

If you answered YES, please circle TYPE of aircraft:

MILITARY? COMMERCIAL? PRIVATE? JET? PROPELLER?

How many engines did the aircraft have? _____

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

34.1 CLOUDS (Circle One)
- a. Clear sky
- b. Hazy
- c. Scattered clouds
- d. Thick or heavy clouds
- e. Don't remember

34.2 WIND (Circle One)
- a. No wind
- b. Slight breeze
- c. Strong wind
- d. Don't remember

34.3 WEATHER (Circle One)
- a. Dry
- b. Fog, mist, or light rain
- c. Moderate or heavy rain
- d. Snow
- e. Don't remember

34.4 TEMPERATURE (Circle One)
- a. Cold
- b. Cool
- c. Warm
- d. Hot
- e. Don't remember

35. When did you report to some official that you had seen the object?

Official or Organization Name(s)	Day	Month	Year
DESK OFFICER EXETER P.D.	3	9	65
OFFICER TOLAND			

36. Have you read literature pertaining to Unidentified Flying Objects?
(Circle One) YES NO If YES, how much? (Circle One) A LITTLE? MODERATELY? EXTENSIVELY?

37. Was anyone else with you at the time you saw the object?
(Circle One) YES NO

37.1 IF you answered YES, did they see the object too?
(Circle One) YES NO

37.2 Please list their names and addresses if you circled YES:
(Attach separate sheet for above)

38. Was this the first time that you had seen an object(s) like this?
(Circle One) YES NO

38.1 If you answered NO, then when, where, and under what circumstances did you see the other one(s)? _____

39. In your opinion, what do YOU think the object(s) was and what might have caused it?

DO NOT KNOW

40. 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? _____ MPH

41. 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? 100 FEET

42. Did the Object(s) cause any interference with the operation of:
(Circle where applicable) RADIO? TV? LIGHTS? OTHER? NONE
IF you underlined any of above, explain the interference below:

43. Was a photo taken of the Object(s)? (Circle One) YES (NO)
X Would you be willing to submit a copy? (Circle One) YES NO
N/A X If you circled YES, please send copy indicating monetary reimbursement:

44. Do you belong to any Organization which investigates Unidentified Flying Objects? (Circle One) YES (NO) If YES, list them below:

45. May we publish your report if you name is kept confidential? YES NO
May we publish your report and use your name? (YES) NO
(Circle One)

47. Please give the following information about yourself:

NAME [redacted] BERTRAND [redacted] EUGENE [redacted]
Last Name — First Name — Middle Name

ADDRESS [redacted] PICKPOCKET RD EXETER N.H.
Street — City — State

TELEPHONE NUMBER 772-4943

What is your present job? POLICE OFFICER

AGE 32 SEX _____

Please indicate any educational training you have had: (Number of years)

a. Grade school 8
b. High school 4
c. College _____
d. Post graduate _____
e. Technical school _____
(Type of) _____
f. Other special training? _____
_____)

48. Signature: Eugene F Bertrand Date: 9/11/65

U F O DATA SHEET

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Investigator: National Investigation Committee on Aerial Phenomena
Raymond E. Fowler
13 Friend Court
Wenham, Massachusetts

Time he reported sighting to Desk Officer — TIME OF SIGHTING = 12:25 AM

1. When did you see the object?
   3 (DAY) 9 (MONTH) 1965 (YEAR)

2. Time of day: 2 (HOUR) 55 (MINUTES)
   (Circle One): (A.M.) or P.M.

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

4. Where were you when you saw the object?
   Kensington RFD (Nearest Postal Address) Kensington (City or Town) N.H. (State or Country)

   Additional remarks: _____

5. Estimate how long you saw the object. _____ (HOURS) 5-8 (MINUTES) _____ (SECONDS)

   5.1 Circle one of the following to indicate how certain you are of your answer to Question 5.
   a. Certain
   (b.) Fairly certain
   c. Not very sure
   d. Just a guess

6. What was the condition of the sky?
   (Circle One): a. Bright daylight b. Dull daylight c. Bright twilight d. Just a trace of daylight (e.) No trace of daylight f. Don't remember

7. If you saw the object during DAYLIGHT, TWILIGHT, or DAWN, where was the SUN located as you looked at the object?
   N/A
   a. In front of you
   b. In back of you
   c. To your right
   d. To your left
   e. Overhead
   f. Don't remember

Dawn before sighting?

8. If you saw the object at NIGHT, TWILIGHT, or DAWN, 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- dark
d. Don't remember

9. Was the object brighter than the background of the sky?

(Circle one): (a.) YES b. NO c. DON'T REMEMBER

10. If it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight appearing to be? (CIRCLE ONE BELOW):

a. A mile or more away? (a distant car)
b. Several blocks away?
c. A block away?
d. Several yards away?
(e.) Other? Brighter than headlights at close RANGE

11. Did the object: (Circle One for each question)

a. Appear to stand still at any time?	YES	(NO)	DON'T KNOW
b. Suddenly speed up and rush away at any time?	YES	(NO)	DON'T KNOW
c. Break up into parts or explode?	YES	(NO)	DON'T KNOW
d. Give off smoke?	YES	(NO)	DON'T KNOW
e. Change brightness?	(YES)	NO	DON'T KNOW
f. Change shape?	YES	(NO)	DON'T KNOW
g. Flicker, throb, or pulsate?	(YES)	NO	DON'T KNOW

12. 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: _____

13. Did the object move in front of something at any time, particularly a cloud?
YES (NO) DON'T KNOW (Circle One)
If you answered yes, then tell what it moved in front of: _____

14. Did the object appear (Circle One): (SOLID?) TRANSPARENT? DON'T KNOW

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

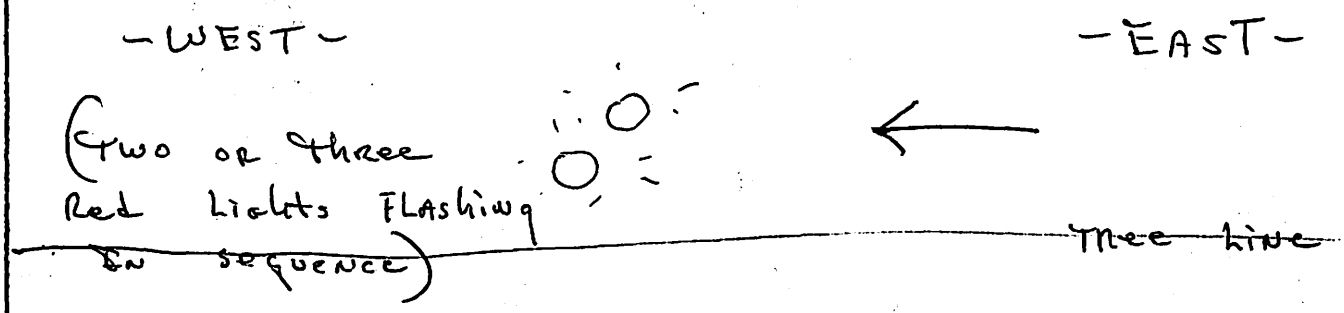
a. Eyeglasses	(YES)	NO	d. Window glass	YES	NO	g. Other	
b. Sun glasses	YES	NO	e. Binoculars	YES	NO		
c. Windshield	YES	NO	f. Telescope	YES	NO		

16. Tell in a few words the following things about the object.

a. SOUND None

b. COLOR Red

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

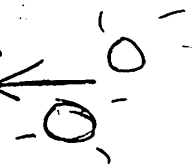


18. The edges of the object were:

(Circle One): a. Fuzzy or blurred
b. Like a bright star
c. Sharply outlined
(e.) Other Lights were so bright they created a Halo effect.

19. 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 travelling.

Two or three Red flashing Lights moving on Horizon East to west At About 60° angles to each other.



20. 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. No change in direction or angle.

21. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension. N/A Feet.

22. How large did the object or objects appear as compared with one of the following objects "held" in the hand at about arm's length?

(Circle One):
a. Head of a pin
b. Pea
c. Dime
d. Nickel
e. Quarter
f. Half-dollar
g. Silver dollar
h. Baseball
I. Grapefruit
j. Basketball
k. Other _____

22.1 CIRCLE ONE of the following to indicate how certain you are of your answer to Question 22.

a. Certain
b. Fairly certain
c. Not very sure
d. Uncertain

Comparison based on probable distance of 2½ – 4 miles.

23. How did the object or objects disappear from view? Dropped below tree or horizon line.

24. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type MATERIAL would you make it? How LARGE would it be, and what SHAPE would it have? 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.

N/A

25. 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
e. At sea
f. Other _____

26. Were you (Circle One):

a. In the business section of city?
b. In the residential section of a city?
(c.) In open countryside?
d. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other _____

27. What were you doing at the time you saw the object, and how did you happen to notice it?

Called to scene to assist other cruiser.

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

N/A

28.1 What direction were you moving? (Circle One):

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

28.2 How fast were you moving? _____ miles per hour

28.3 Did you stop at any time while observing object?

(Circle One): YES NO

29. What direction were you looking when you FIRST SAW the object? (Circle One):

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

30. What direction were you looking when you LAST SAW the object? (Circle One)

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

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the the number of degreees it was upward from the horizon (elevation)

N/A

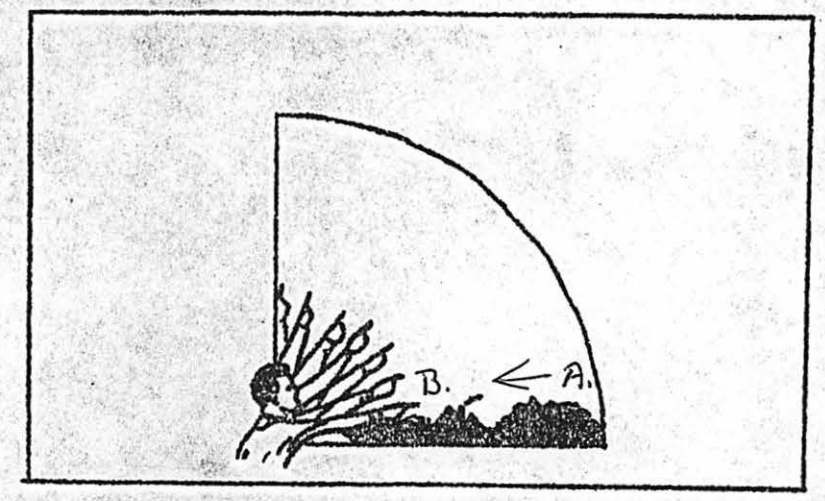
31.1 When it first appeared:

a. From true North _____ degrees
b. From horizon _____ degrees

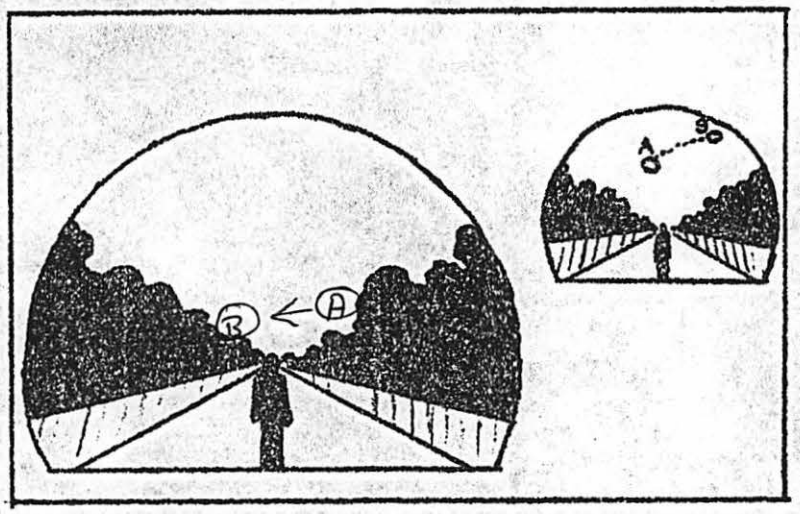
31.2 When it disappeared:

a. From true North _____ degrees
b. From horizon _____ degrees

32. 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 <u>same</u> curved line to show how high the object was above the horizon (skyline) when you LAST saw it.



33. In the following larger sketch place an "A" at the position the object was when you FIRST saw it, and a "B" at its position when you LAST saw it. (Refer to smaller sketch as an example of "how" to complete the larger sketch.)



33.1 Were there any KNOWN aircraft in the sky during your sighting?

(Circle One): YES NO

If you answered YES, was it following or attempting to intercept the Unidentified Flying Object? (Circle One): YES NO

If you answered YES, please circle TYPE of aircraft:

MILITARY? COMMERCIAL? PRIVATE? JET? PROPELLER?

How many engines did the aircraft have? _____

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

34.1 CLOUDS (Circle One)
- (a.) Clear sky
- b. Hazy
- c. Scattered clouds
- d. Thick or heavy clouds
- e. Don't remember

34.2 WIND (Circle One)
- a. No wind
- (b.) Slight breeze
- c. Strong wind
- d. Don't remember

34.3 WEATHER (Circle One)
- (a.) Dry
- b. Fog, mist, or light rain
- c. Moderate or heavy rain
- d. Snow
- e. Don't remember

34.4 TEMPERATURE (Circle One)
- a. Cold
- (b.) Cool
- c. Warm
- d. Hot
- e. Don't remember

35. When did you report to some official that you had seen the object?

Official or Organization Name(s)	Day	Month	Year
Desk officer Exeter P.D.	3	9	65
Officer Toland.			

36. Have you read literature pertaining to Unidentified Flying Objects?
(Circle One) (YES) NO If YES, how much? (Circle One) (A LITTLE?) MODERATELY? EXTENSIVELY?

37. Was anyone else with you at the time you saw the object?
(Circle One) (YES) NO

37.1 IF you answered YES, did they see the object too?
(Circle One) (YES) NO

37.2 Please list their names and addresses if you circled YES:
(Attach separate sheet for above)

38. Was this the first time that you had seen an object(s) like this?
(Circle One) (YES) NO

38.1 If you answered NO, then when, where, and under what circumstances did you see the other one(s)? _____

39. In your opinion, what do YOU think the object(s) was and what might have caused it? Do not know.

40. 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? _____ MPH

41. 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? 9000 FEET at closest, Saw at about 2-3 miles on Horizon

42. Did the Object(s) cause any interference with the operation of: (Circle where applicable) RADIO? TV? LIGHTS? OTHER? None

N/A

IF you underlined any of above, explain the interference below:

43. Was a photo taken of the Object(s)? (Circle One) YES (NO)

N/A Would you be willing to submit a copy? (Circle One) YES NO

If you circled YES, please send copy indicating monetary reimbursement:

44. Do you belong to any Organization which investigates Unidentified Flying Objects? (Circle One) YES (NO) If YES, list them below:

45. May we publish your report if you name is kept confidential? (YES) NO

May we publish your report and use your name? (YES) NO (Circle One)

mind changed by Det. Dept.

47. Please give the following information about yourself:

NAME Hunt (Last Name) David (First Name) Russell (Middle Name)

ADDRESS 11 Charles St. (Street) Exeter (City) N.H. (State)

TELEPHONE NUMBER 772-3615

What is your present job? Police Officer.

AGE- 26 SEX- Male

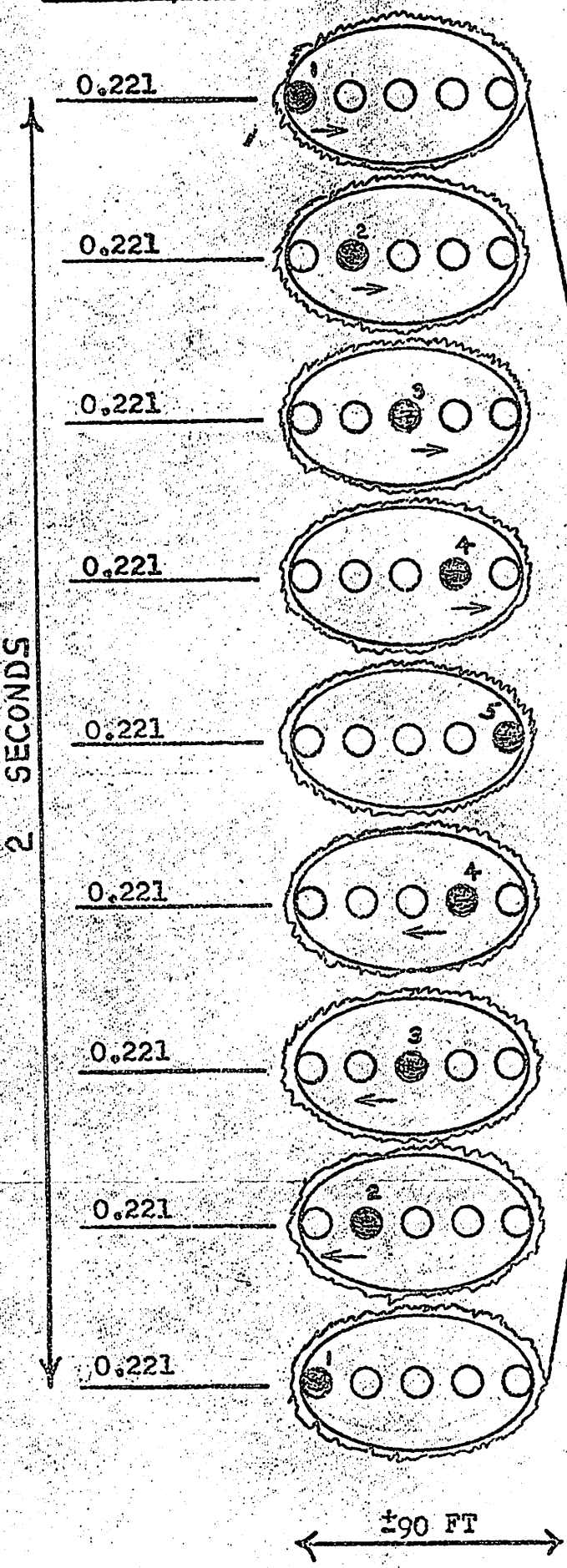
Please indicate any educational training you have had: (Number of years)

a. Grade school 8
b. High school 4
c. College _____
d. Post graduate _____
e. Technical school _____
(Type of) _____
f. Other special training? _____
_____)

48. Signature: David R. Hunt Date: 9/11/65

RECEIVED SEP 2 0 1965

DURATION/SECONDS



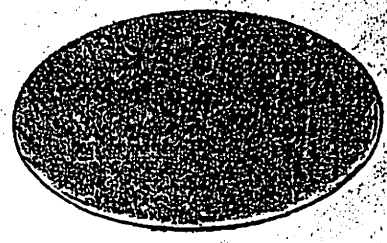
ADDENDUM I

UFO RPT-9/3/65 - KENSINGTON, N.H.

(Additional information obtained from notes of one who personally interviewed Norman Muscarello on 6 September 1965)

DURATION/Muscarello initial sighting:

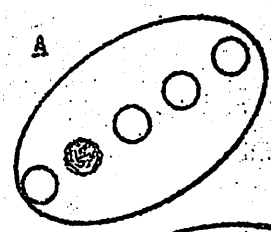
± 5 MINUTES TOTAL



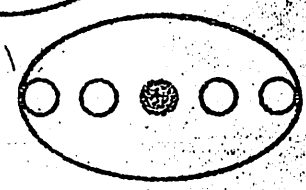
SHAPE

Exact shaped concealed by glare of flashing red lights - Between and during flashes Officer Bertrand got the impression that the object was "compressed" with no protrusions "like and egg" but this is just an educated guess.

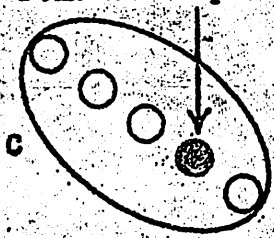
LIGHTS PULSED IN A SMOOTH SEQUENCE 1-2-3-4-5-4-3-2-1 TAKING TWO SECONDS TO COMPLETE A FULL CYCLE.



All witnesses observed the object rock back and forth several times during its flight.



Each light seemed round in shape.



POSITION A - Maintained as it came across the field toward Muscarello's initial sighting - maintained this position while over Russell residence
- Also when approached Bertrand&Muscar

Raymond E. Fowler

Raymond E. Fowler
NICAP Investigator

HEADQUARTERS
817th COMBAT SUPPORT GROUP (SAC)
UNITED STATES AIR FORCE
Pease Air Force Base, New Hampshire
03803

BDO

Initial Report of Unidentified Flying Object (UFO) 15 SEP 1965

AFCS (FTD)

The following report of an unidentified flying object is hereby submitted in accordance with AFR 200-2.

a. Description of object.

(1) Round.

(2) Baseball.

(3) Bright red.

(4) Five red lights in a row.

(5) Lights were close together and moved as one object.

(6) None

(7) None

(8) None No sound?

(9) Extremely bright red.

b. Description of course of object.

(1) Visual sighting.

(2) Object was at an altitude of approximately 100 ft and moved in an arc of 135 degrees.

(3) Object disappeared at an altitude of approximately 100 ft on a mag. heading of approximately 160 degrees.

HEADQUARTERS
817th COMBAT SUPPORT GROUP (SAC)
United States Air Force
Pease Air Force Base, New Hampshire

(4) The object was erratic in movement and would disappear behind trees and houses in the area. It would then appear at a position other than where it disappeared. When in view it would act as a floating leaf.

(5) Object departed on a heading of 160 degrees and was observed until it disappeared in the distance.

(6) One hour.

c. Manner of Observation.

(1) Ground - visual.

(2) None.

(3) N/A.

d. Time and date of sighting.

(1) 03/09/0600Z

(2) Night

e. Location of observer.

(1) 3 N.M. South West of Exeter, N.H.

f. Identifying information on observer.

(1) Civilian. Norman J. Muscarello. Age, 18. 205½ Front St, Exeter N.H. Unemployed (will join Navy on 18 Sept 65). Appears to be reliable.

(2) Civilian. Eugene F Bertrand Jr. Age, 30. Exeter Police Department, Exeter N.H. Patrolman. Reliable.

(3) Civilian. David R Hunt. Age, 28. Exeter Police Department, Exeter N.H. Patrolman. Reliable.

g. Weather and Winds.

(1) The weather was clear with no known weather phenomenon. There was a 5 degree inversion from surface to 5000 ft.

(2) Winds at Pease AFB, N.H.

ALTITUDE	WINDS
Surface	290/03
6000	310/03
10000	270/77
16000	270/56
30000	260/49
50000	250/33
80000	Not Rec.

(3) Clear (unlimited).

(4) 30 N.M.

(5) None.

(6) None.

(7) See SKEW T. Log P diagram.

h. None

i. None

j. None

HEADQUARTERS
817th COMBAT SUPPORT GROUP (SAC)
UNITED STATES AIR FORCE
Pease Air Force Base, New Hampshire

k. Major David H. Griffin, Base Disaster Control Officer, Command Pilot.

(1) At this time have been unable to arrive at a probable cause of this sighting. The three observers seem to be stable reliable persons, especially the two patrolman. I viewed the area of the sighting and found nothing in the area that could be the probable cause. Pease AFB had 5 B-47 aircraft flying in the area during this period but do not believe they had any connection with this sighting.

1. None.

FOR THE COMMANDER

4 Atch
1. Statement, UFO Sighting, Eugene F. Bertrand Jr.
2. Statement, UFO Sighting, David R. Hunt.
3. Statement, UFO Sighting, Norman J. Muscarello.
4. SKEW T, Log P Diagram

S T A T E M E N T

UFO Sighting

I, Eugene F. Bertrand Jr., was cruising on the ~~mourning~~ MORNING of the 3rd of September at 0100 on Rte. 108 by-pass near Exeter N.H. I noticed an automobile parked on the side of the road and stopped to investigate. I found a woman in the car who stated she was to upset to drive. She stated a light had been following her and had stopped over her car. I stayed with her about 15 minutes but was unable to see anything. I departed and reported back to the Exeter Police Station where I found Norman Muscorello. He related his story of seeing some bright red lights in a field. After talking with him awhile I decided to take him back to where he said he had seen the lights. When we arrived I parked the patrol cruiser and turned off the lights. There was nothing unusual in the area. Mr. Muscorello and I got out of the cruiser and started walking into the field with a flashlight. When we had gone about 50 ft a group of five bright red lights came from behind a group of trees near us. They were extremely bright and flashed on one at a time. The lights started to move around over the field. At one time they came so close I fell to the ground and started to draw my gun. The lights were so bright Iwas unable to make out any form. There was no sound or vibration but the farm animals were upset in the area and making a lot of noise. When the lights started coming near us again. Mr. Muscarello and I ran for the car. I radioed Patrolman David Hunt who arrived in a few minutes. He also observed the lights which were still over the field but not as close as before. The lights moved out across the field at an estimated altitude of 100 ft and finally disappeared in the distance at the same altitude. The lights were always in line at about 60 degree angle. When the object moved the lower lights were always forward of the others.

EUGENE F. BERTRAND JR
Patrolman

Atch 2

S T A T E M E N T

UFO Sighting

I, David R. Hunt, at about 0255 on the ~~mourning~~ morning of the 3rd of September, received a call from Patrolman Bertrand to report to an area about 3 miles South West of Exeter, N.H. Upon arriving at the scene I observed a group of bright red lights flashing in sequence. They appeared to be about ½ mile over a field to the South East. After observing the lights for a short period of time, they moved off in a South Easterly direction and disappeared in the distance. The lights appeared to remain at the same altitude which I estimate to be about 100 ft.

DAVID R. HUNT
Patrolman

S T A T E M E N T

UFO Sighting

I, Norman J. Muscarello, was hitchhicking on Rte. 150, 3 miles South West of Exeter N.H. at 0200 hours on the 3rd of September. A group of five bright red lights appeared over a house about 100 ft from where I was standing. The lights were in a line at about 60 degree angle. They were so bright they lighted up the area. The lights then moved out over a large field and acted at times like a floating leaf. They would go down behind the trees or behind a house and then re-appear. They always moved in the same 60 degree angle. Only one light would be on at a time. They were pulsating 1,2,3,4,5,5,4,3,2,1. They were so bright I could not distinguish any form to the object. I watched these lights for about 15 minutes and they finally disappeared behind some trees and seemed to go into a field. At one time while I was watching them, they seemed to come so close I jumped into a ditch to keep from being hit. After the lights went into the field I caught a ride to the Exeter Police Station and reported what I had seen.

NORMAN J. MUSCARELLO

Red lights only
"Big Blast"??

3 Sep 65, Exeter, New Hampshire 7 Sep 65, Leon, New York

TSgt David Moody called Griffis AFB, New York and talked with Sgt Hunt # 416 SW of the 4028 Operations SAW. Informed that Farm Boy refueling route had been change to Fur Trapper. Records were checked and revealed that no refueling operations were conducted on the nights of (morning of 3 Sep) 6 Sep. The Route Fur Trapper was closed on the early morning from 03/0500 to 03/0600Z for an ~~xxxx~~ eighth Air Force Operations "Big Blast". Sgt Hunt informed Sgt Moody that a refueling area "Down Date" controlled at Loring AFB, parelleled fur trapper adjacent to the old Farm Boy area. Sgt Moody Called Col Smith at Loring AFB. No flights were conducted on the morning of 3 Sep and one operation of a B-47, KC-135 from Loring entered the Speed Way refueling area near Indianapolis at 07/0110Z. There were no refueling operations in the New England area during the time in question. Any information on Big Blast should be obtained from the Eight Air Force. Major Benanders at Westover AFB at the 99th Bomb Wing,DCOI, was requested by Sgt Moody that he obtain information pertaining to the lighting and type of aircraft in the area utilizing the operation Big Blast.

The above was done by telephone on 28 Sep 65.

1965 SEPT. 5 1Y.M.

MANCHESTER (N.H.)
UNION LEADER
SEPT. 6, 1965

Police, Civilians Sight 'UFO' in Exeter Area

EXETER — At least five people here, including two police officers, have reported seeing a flying saucer in this area.

The incidents occurred early Friday morning. According to those who saw the unidentified flying object, it was about the size of a house and had a red glow around it, and moved silently through the night.

When Exeter police investigated a parked car on the Exeter-Hampton by-pass at about 12:30, investigating officer Eugtne Bertrand, who approached the car and found two women in a state of near shock. They told that they had been chased along Rte. 101 all the way from Epping, about 12 miles, by a flying object which glowed with a brilliant halo of red. According to the women, the "thing" followed their car until they stopped.

As the two women told their story, one of them sighted the object once more, about two miles away, which Bertrand thought was a star low on the horizon. ← over

Reports Chase

At 12 a.m., Norman J. Muscarello, 18, of 205½ Front St., Exeter, came into the police station with a hair-raising report of having been chased by a flying object as he was hitch-hiking towards Exeter on Route 150 in Kensington.

Muscarello told Desk Officer Reginald Toland that as he walked along the highway, a large, brilliant object began making passes on an adjacent field and house, and along the highway. Not knowing what it was and being understandably shaken, he crouched in a ditch along the road as the object, so brilliantly red that its shape could not be determined in the glow, made what seemed to him to be searching passes at him.

Shortly thereafter the "thing" disappeared silently, as quickly as it had appeared. Muscarello then hitched a ride to the police station and related what he had seen.

Although Muscarello's story was extraordinary, Patrolman Bertrand drove him back to the scene of the incident in the police cruiser. When they arrived, nothing was there.

Police See UFO

Officer Bertrand suggested that they walk into the field where the flying object was last seen, and they were joined there by Exeter Patrolman David Hunt, who also drove to the scene. Bertrand was talking reassuringly when Muscarello shouted "Look, there it is, rising up from behind those trees." The officers spun around and looked.

From behind a stand of trees in the black of the night, a huge blinding glow of brilliant red light surrounding it, the object rose, not fast but waveringly.

It traveled slowly and yawed slightly from side to side. They were stunned by the blinding red light as it moved toward them across the field. The object seemed to be coming toward them and Bertrand made a move toward his police service revolver but thought better of it. Then the three men ran to the police cruisers. When questioned on the size of the object, Officer Bertrand estimated it to be "about the size of a house."

Usually, when incidents such as this are reported, the sightings take place over a period of a few seconds, but in this instance, the men observed the object for 15 or 20 minutes at what appeared to be a relatively short distance.

One of the most amazing points which Officer Bertrand made while being interviewed was the complete absence of sound as the flying object hovered over a nearby farm building, casting a brilliant glow over the dwelling, while the farm animals in the barn caused a tremendous commotion. Horses whinnied and kicked the walls of their stalls. Then the object disappeared rapidly in the distance.

Another Sighting

Officer Eugene Bertrand's report on the trio's sighting of the strange object was made to Officer Toland, desk man at the Exeter police station, at 2:55 a.m.

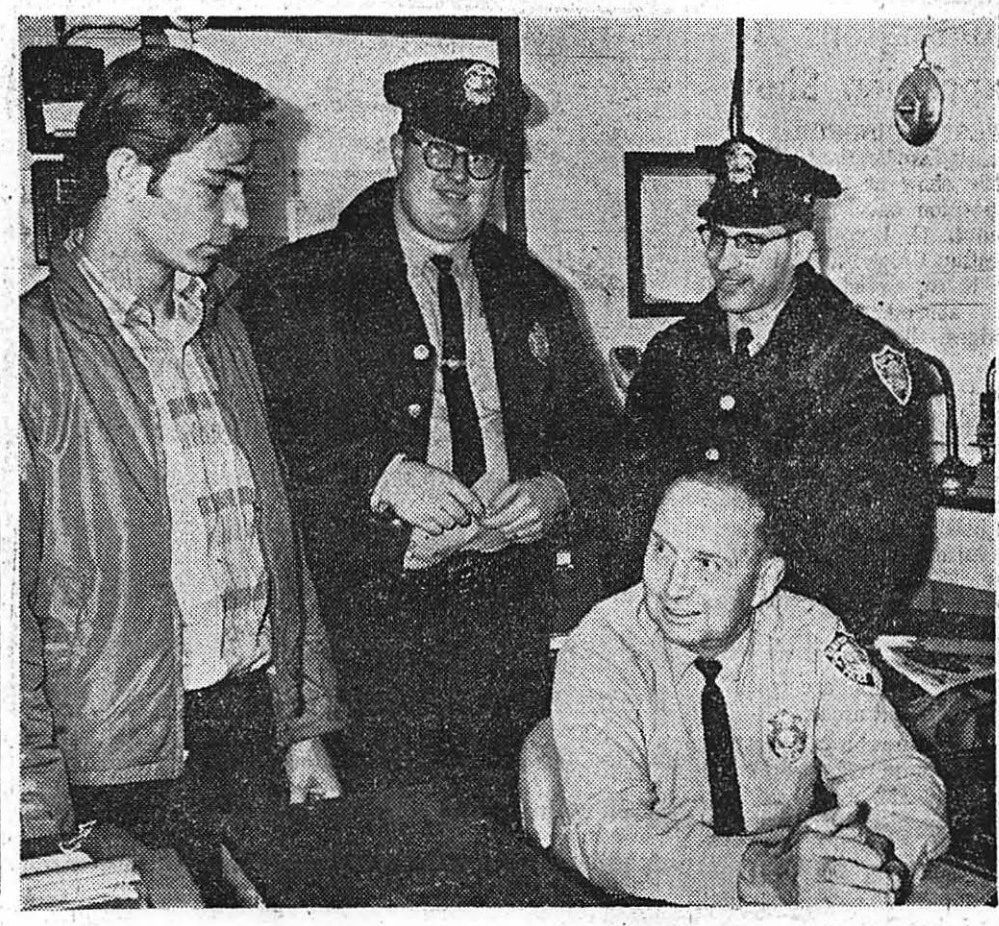
Then at 3:30 p.m. Officer Hunt reported from his cruiser that he had again sighted the UFO, while he was at the intersection of the Rte. 101 by-pass in Exeter and Rte. 87 to Newfields from Exeter.

Topping the strange activities, Exeter police reported that a telephone call from an unidentified pay station in Hampton had been made by a hysterical man, but that the line had gone dead before the call could be completed or the pay phone station identified. The man had dialed the operator and cried "Get me the police" and said he had been chased by a flying saucer.

Hampton police were notified, but nothing was determined about the point from which the call was made, what had frightened the man—or why the call was so abruptly broken off.

165 SEPT. 5 N.H.

(N. H.) UNION LEADER — Monday, September 6, 1965



AN UNIDENTIFIED FLYING OBJECT over Kensington and Exeter was seen by three of the persons in this picture, the sightings occurring over a 2½-hour period, according to the witnesses. Left to right, Norman J. Muscarello, 18, 205½ Front St., Exeter, who reported to Exeter police that he saw the UFO near Rte. 150, Kensington; Exeter Patrolmen David Hunt and Eugene Bertrand, who returned to the Rte. 150 scene with Muscarello and also saw the mysterious object in same area, and Exeter Patrolman Reginald "Scratch" Toland, desk officer that night, who recorded the incidents in the police blotter.

(Paul E. Marston Photo)

1965 SEP 1. 5 N.H.

News-Letter
EXETER, N. H.
Weekly Circ. 4,285

SEP 16 1965

Last Week's Fireball

To the Editor:

Last week THE NEWS-LETTER and other papers carried accounts of a fireball or fireballs seen by many in this region (unidentified flying objects).

Putting the reports together it seemed to have been first seen in Kensington over the section of Drinkwater Rd. between the main road, Exeter to Amesbury, and the old road.

It bounced along over the Great Meadows, beyond Haverhill Rd. Corner, up over Kimball's hill into Plaistow, etc. Reports are still coming in from those who saw it in other places.

We had a similar incident in Massachusetts, around Boston in November and December of 1925.

Federal people made an examination, as did Harvard College and a magazine called Popular Astronomy published a series of articles on the same.

This writer has had inquiries from clergymen in Massachusetts who are very conservative and accept the Bible literally and find these episodes foretold in the Bible. And in the Bible such items precede great events.

One pastor from Massachusetts came over from a city there and had this writer show him the trail of the fireball, etc.

Around 100 years ago the Bachiler family heard a fireball or shooting star strike the marsh. The next day they dug it out and hauled it home to their front yard where it still rests.

We sent a snapshot of it to the Smithsonian Institute in Washington, D. C., who sent him a letter of thanks.

Those who do not accept the incident as one among several such think it's sent to us from some of the Russian vessels off our coast with whom we are in contest as to which nation can be first in exploration of looking on our planet or circling above it.

REV. ROLAND D. SAWYER.
Kensington, N. H.,
Sept. 14, 1965.

THE U.F.O. Investigator

FACTS ABOUT UNIDENTIFIED FLYING OBJECTS

Published by the National Investigations Committee on Aerial Phenomena

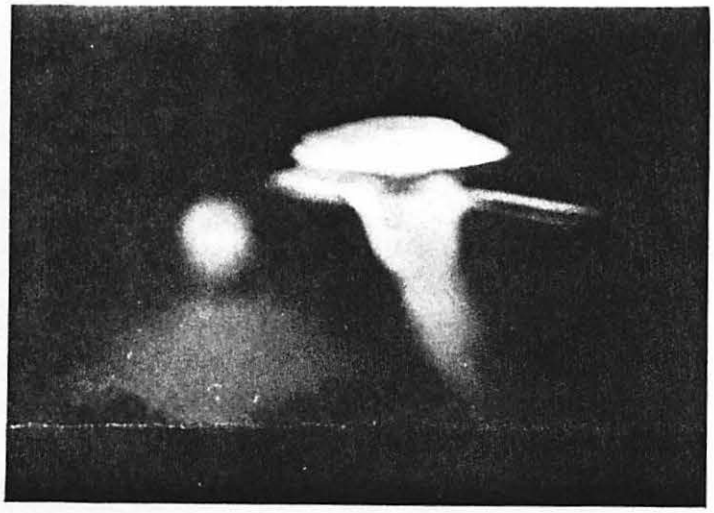
Vol. III, No. 4 August-September, 1965

New UFO Photos Prove Genuine

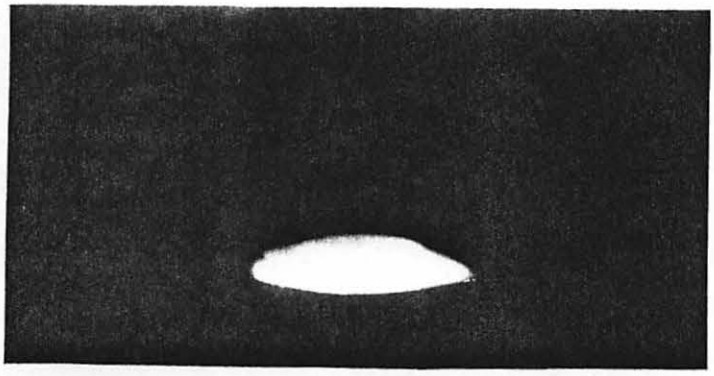
New photographs proving UFO reality, analyzed by experts, may be the most important evidence in the latest wave of world-wide sightings. One UFO was photographed at an Argentine Government scientific base, three more by U.S. and foreign newsmen, and other pictures are being checked.

Pictures of the UFO below, taken Aug. 8, in Beaver County, Pa., were declared genuine by three professional photographers who examined the negatives. (Signed evaluations given to NICAP in a five-day on-the-spot investigation.) Because of the close range (one-fourth mile) these photos have unusual detail.

In the first, the bright spot at the left is the moon. The white mass under the UFO, like a double exhaust, was invisible to witnesses. (A NICAP technical adviser suggests the film may have recorded a force-field emanation, a clue to the propulsion.) The streak behind and below the disc is believed a trail the UFO left in maneuvering over the trees.



In the second photo (same negative) the trail and "exhaust" are blacked out to show the disc more clearly.



Following is the detailed report secured by NICAP investigators:

(Continued on page 2, column 1)

UFOs PANIC POLICE, MOTORISTS

In the last few months, there has been a disturbing increase in public fear of UFOs. Suddenly confronted with these strange objects, veteran policemen -- formerly skeptics -- have panicked and fled. In one case Texas police frankly told the AF they had raced away, badly frightened, at over 100 m.p.h. (Copy of report to AF in NICAP files.) In other verified cases, women motorists were found in a state of shock... a truck driver was terrified when a UFO came at him head-on... and other observers, here and abroad, were alarmed by UFO encounters, especially at close range.

We do not wish to add to the fear of UFOs, but the causes mentioned are already known locally. If such cases continue, and are not offset by publicizing the thousands of harmless encounters, it could seriously add to the problem of educating the public.

A case at Exeter, N.H., Sept. 3, is a typical example of fear caused by a closely approaching UFO. Around 12:30 a.m., Exeter police, investigating a car parked by a highway, found two women in a state of near shock. The driver told Officer Eugene Bertrand they had been chased 12 miles by a flying object with a brilliant red glow. Not seeing any strange object, Bertrand reassured the women and drove off.

Pulsating Lights

Half an hour later, Norman J. Muscarello, 18-year-old Exeter youth, was walking along Route 150 when a strange, red-lighted object came over some nearby trees. The almost blinding red glow came from five extremely bright lights, which pulsated in sequence.

Frightened, Muscarello crouched behind a stone wall. The UFO stopped and hovered just above a house owned by Clyde Russell, of Kensington. Muscarello could see it was larger than the house -- at least 80-90 feet long. After the UFO silently moved back over the trees, Muscarello ran to the Russell home and pounded on the door. But the Russells, thinking it was a drunk, refused to open the door.

About 1:45, Muscarello reached the Exeter Police Station, two miles from the sighting spot.

(Continued on page 3, column 1)

BULLETIN

New reports in New England are being investigated as we go to press.

On Sept. 30, Norwich newspaper photographer Ken Skinner filmed an unidentified flying object seen maneuvering in the vicinity. NICAP will attempt to obtain the picture for evaluation.

On Oct. 1, a UFO was seen at fairly close range by three men and a woman near Charlemont, Mass. The witnesses estimated that at one time the object was within 75 to 100 feet from them. As it moved away toward Thunder Mountain it appeared to climb, making a right angle turn. Other residents in the area also reported seeing the strange object.

On the night of Oct. 2-3, a UFO which appeared triangular in shape was sighted by a large number of witnesses in Boston, and outside of the city. At one point, it was estimated to be hovering at about 1800 feet.

On Oct. 4, witnesses reported a UFO landed on a ridge in the vicinity of Southington, Conn. A NICAP investigator is checking.

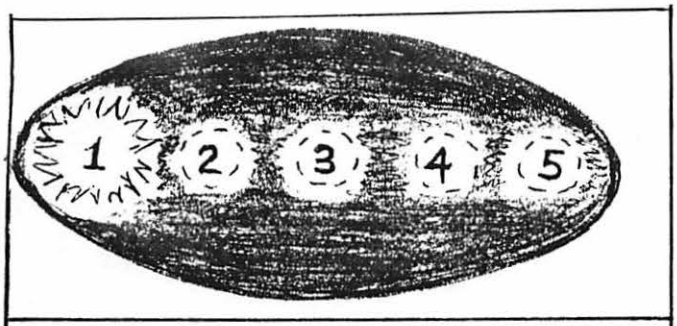
UFO PANIC (Continued from page 1)

"He was white with fear and hardly able to talk," Desk Officer Reginald Toland said later. Muscarello told Toland and Officer Bertrand the story, and though it seemed incredible, Bertrand drove him back to the scene in his police cruiser.

Muscarello and the officer walked into the field where the UFO had been seen. At first, nothing was visible. Then as Bertrand pointed his flashlight around Muscarello shouted, and Bertrand swung around in time to see a large dark object displaying "a straight row of extraordinarily bright red pulsating lights." The UFO, coming into the field at tree-top level, changed course and flew toward them, just clearing a 60-70 foot tree.

Bertrand reached for his revolver, then thought better of it. Shouting for Muscarello to take cover in the car, he also jumped into the cruiser, fearing they might be burned by the blinding red lights closing in.

As Bertrand radioed for help, he and Muscarello heard a dog barking furiously and horses in a nearby barn whinnying and kicking their stalls.



EXETER, N.H. SEPTEMBER 3, 1965

Brilliant red light pulsed in a smooth sequence:
1-2-3-4-5-4-3-2-1
taking two seconds to complete a full cycle.

The sequence in which the five lights pulsated -- 1-2-3-4-5-4-3-2-1" gave Officer Bertrand the impression that the UFO was "an intelligently constructed vehicle." The brilliance of the lights created a halo effect; and at close range they were so blinding he could not look directly at them.

But even though he could not see clearly behind the lights, their reflection from the UFO's body indicated a "large, dark, solid object as big as a house.... It seemed compressed as if it were round or egg-shaped, with definitely no protrusions like wings, rudder or stabilizer."

Officer David R. Hunt arrived from Exeter in time to view the UFO for about six minutes. By then it was moving away slowly, but he saw red lights pulsating in sequence "brighter than headlights at close range."

Moving on a westward course, the UFO disappeared below the tree line.

That night, Exeter police notified Pease AFB, and next day an AF major and a lieutenant interrogated the witnesses. Shortly afterward, NICAP Investigator Raymond Fowler also interviewed the policemen. They told him the AF officers showed special interest in the size and shape of the object. The policemen also said the AF men told them:

1. A USAF check revealed no aircraft in the area during the sighting. 2. Pease AFB had been receiving other UFO reports in the New Hampshire area almost nightly for the previous week. 3. There had been a case in late July where a motorist came upon a UFO hovering over the road directly in front of his car.

Most interesting of all, the police said the AF officers asked them to keep the story from the press to avoid frightening the public. But the details were already on the police blotter, and it was too late for secrecy.

Besides the witnesses, Investigator Fowler talked with several area residents. Most of them seemed more curious than frightened—but they had not had close-range encounters.

Later, the influential Saturday Review published details of this case after NICAP discussed it with John G. Fuller, writer of the Review's "Trade Winds" column. After a careful check with the Exeter police, Investigator Fowler and Pease AFB, Fuller wrote a serious report, including a new statement by Officer Bertrand:

"My brain kept telling me this doesn't happen—but there it was, right in front of my eyes... it hovered there, about 100 feet away... I don't know what it was. All I can say is that it was there, and three of us saw it together."

(Mr. Fuller's report, crediting NICAP, appeared in the Oct. 2 issue of the Saturday Review.)

From an examination of recent fear reports, it appears that skeptics are the quickest to panic—people who have accepted official denials of UFOs' existence. One such case involved two Texas lawmen, both graduates of police schools—Chief Deputy B. E. McCoy and Patrol Deputy Robert Goode, of Angleton.

By coincidence, this incident occurred on Sept. 3, the same night as the Exeter scare. The following details are from the officers' signed report to NICAP and a signed copy of their statement to an AF investigator, Maj. Laurence R. Leach, Jr., 2578 Air Base Squadron, Ellington AFB, Texas.

After midnight, near Damon in Brazoria County, the two sheriffs sighted an enormous flying object from their patrol car. In the bright moonlight, they could see it was about 200 feet long, 40-50 feet thick at the center, tapering at both ends. It had a brilliant purple light at one end, a fainter blue one at the other.

Sheriff Goode turned the patrol car around, drove back three-fourths of a mile and stopped. As they were watching through binoculars, the strange craft came down to 100 feet, heading rapidly toward the lighted police car. In the moonlight, the UFO cast a huge shadow on the ground, and the officers could see it moving swiftly toward the highway.

Fifty Yards Away

As it neared them, the brilliant purple light illuminated the ground and the inside of the car. Sheriff Goode, leaning out the driver's side, suddenly felt heat from the approaching UFO. He hastily started the engine. By this time the huge flying object was barely 50 yards away.

With understandable panic, the sheriffs fled.

"We were traveling at speeds up to 110 miles an hour," McCoy told the AF.

When they reached Damon, the lawmen calmed down and decided to go back.

"We were both scared," McCoy frankly admits. "But we wanted to find out what it was."

But when they returned to the area, the UFO's lights began to shift just as they had before its swift approach. Again, the sheriffs raced away.

"We figured the object would start coming toward us again," McCoy said in his AF statement. In describing the UFO, he said the body appeared dark gray. There was no sound, nor any trail visible.

"I never saw anything like it before," McCoy concluded.

Both sheriffs admitted they had not believed in UFOs before.

"I've always been skeptical about these things," said McCoy. "I'm not a skeptic any more."

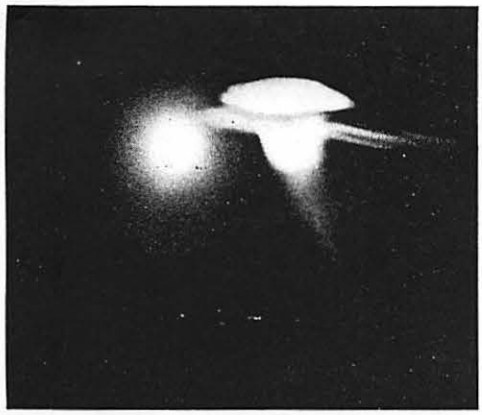
Truck drivers, like policemen, are not noted for being easily scared. But Don Tenopir, a Beatrice, Nebraska trucker, had moments of sheer terror on the night of August 4, when a flying disc buzzed him:

"I was en route to Lincoln, Nebraska, about 25 miles from Abilene, Kansas. It was near 1:30 a.m. when all of a sudden the lights on my truck went out. Then they came back on, then off, then on again.

"About then, this thing went over my truck with a sizzling or wind-like blowing sound. It scared hell out of me; it seemed to almost touch the cab.

"It just swooped down over the road and hovered there, not more than 100 feet in front of me. I tell you I was standing on those brakes. It looked like it was going to fall right in the middle of the road. When it stopped there was another car approaching from the opposite direction, and it went into the ditch. Later the other driver told me it looked like a car accident until he got closer.

"I don't know how long it was there. I was just too damned scared to tell time. The thing looked around to me. It was orange like the color of a traffic policeman's jacket, I guess it was about



OUTER-SPACE GHOST STORY

BY JOHN G. FULLER

Was it delusion? Or did more than 60 people living near Exeter, N. H., actually see huge flying objects resembling the one shown in the remarkable photograph above?

Police Officers David Hunt, left, and Eugene Bertrand of Exeter, N. H., joined Norman Muscarello back at the site where he had reported seeing a large, luminous, flying object. They watched it reappear.

While driving home with her mother, Sharon Pearce, 13, of Hampton, saw a disklike object hovering beside their car. It wobbled and rocked near them for minutes. Since then, they have seen similar phenomena.

Norman Muscarello, now in the Navy, says a large, airborne object hovered over farm near Exeter, then seemed to pursue him, on the early morning of September 3. He went to the police for aid.

AT 2:24 A.M. ON September 3, 1965, Norman Muscarello walked into the Exeter, N. H., police station, apparently near shock. Patrolman Reginald Toland, who was on duty at the desk, helped him light a cigarette before Muscarello was calm enough to talk.

He had been hitchhiking north on Route 150 from Amesbury, Mass., to his home in Exeter, a distance of 12 miles. The traffic was sparse, he said, and he was forced to walk most of the way. About 2 a.m., when he was passing an open field near Kensington, N. H., a huge object came out of the sky directly toward him. "The thing," as he called it, appeared to be 80 to 90 feet in diameter and had brilliant, pulsating red lights outlining an apparent rim. It wobbled, yawed and floated toward him, but made no noise whatever. He was afraid it was going to hit him and protected himself by diving into the shallow shoulder of the road.

The object backed off slowly and hovered directly over the roof of one of the two nearby houses. Finally, it backed off far enough for Muscarello to make a run for one of the houses. He pounded on the door, screaming. No one answered. At that moment, a car came by, moving toward Exeter. Muscarello ran to the middle of the road, waving his arms frantically. A middle-aged couple picked him up, took him into Exeter and dropped him off at the police station.

"Look," he said to Toland, "I know you don't believe me. I don't blame you. *But you got to send somebody back out there with me!*"

Toland, impressed by Muscarello's sincerity, called Cruiser No. 21. Within five minutes, Patrolman Eugene Bertrand pulled into the station. After he heard Muscarello's story, Bertrand, an Air Force veteran with experience in air-to-air refueling on KC-97 tankers, mentioned another strange report he had heard. He had been cruising on Route 101, approximately two miles from Exeter, about an hour earlier. He had come across a car parked on the bypass, and the woman at the wheel told him that a huge and silent airborne object had trailed her from the town of Epping, nine miles away. The object had brilliant, flashing red lights, she said, and kept within a few feet of her car. When she reached the overpass, it suddenly developed tremendous speed and soon disappeared among the stars.

"I thought she was a kook," Bertrand told Toland. "So I didn't even bother to radio in."

"This sounds like the thing you saw?" Toland asked Muscarello.

"Sounds exactly like it."

It was nearly 3 a.m. when Patrolman Bertrand, still trying to calm

continued

The policeman shouted: "I see the damn thing myself!"

Muscarello, reached the field between the two houses. The night was clear, moonless and warm. There was no wind, and the stars were brilliant. Visibility was unlimited.

Bertrand parked his cruiser near Tel. & Tel. Pole #668. He picked up the radio mike to report to Toland that he could see nothing at all, but that Muscarello was still so tense about the situation that he was going to walk out on the field with him to investigate further. "I'll be out of the cruiser for a few minutes," he said, "so if you don't get an answer on the radio, don't worry about it."

Bertrand and Muscarello walked down the sloping field, Bertrand probing the trees in the distance with his flashlight. About 100 yards from the roadside was a corral, where the horses of the Carl Dining farm were kept. They reached the fence and still saw nothing, and Bertrand tried to convince Muscarello that he must have seen a helicopter. Muscarello insisted that he was familiar with all types of conventional aircraft and would have recognized a helicopter.

THEN, as Bertrand turned his back to the corral to shine his light toward the tree line north of them, the horses at the Dining farm began kicking and whinnying. Dogs in the nearby houses began howling. Muscarello screamed, "I see it! I see it!"

Bertrand turned, looked toward the trees beyond the corral. Rising up slowly from behind two tall pines was a brilliant, roundish object. It made no sound. It moved toward them like a leaf fluttering from a tree, wobbling and yawing as it did so. The entire area was bathed in brilliant red light. The white sides of Carl Dining's house turned blood-red. Bertrand reached for his .38, then thought better of it and shoved the gun back in its holster. Afraid of infrared rays, he grabbed Muscarello and yanked him toward the cruiser.

Bertrand called Toland at the Exeter station. "*My God,*" he shouted, "*I see the damn thing myself!*"

Under the half-protection of the cruiser roof, Bertrand and Muscarello watched the object hover. It was about 100 feet above them, about a football-field's distance away. It was rocking back and forth on its axis, still absolutely silent. The pulsating red lights seemed to dim from left to right, then from right to left, in a 5-4-3-2-1, then 1-2-3-4-5 pattern, taking about two seconds for each cycle. They found it difficult to make out a definite shape because of the brilliance of the lights—"Like trying to describe a car with its headlights coming at you," Bertrand said.

After several minutes, the object began moving slowly eastward, toward Hampton. Its movement was erratic, defying all conventional aerodynamic patterns. "It darted," says Bertrand. "It could turn on a dime. Then it would slow down."

As it began to move away, Patrolman David Hunt, in Cruiser No. 20, pulled up by the pole. He had heard the radio conversations between Bertrand and Toland.

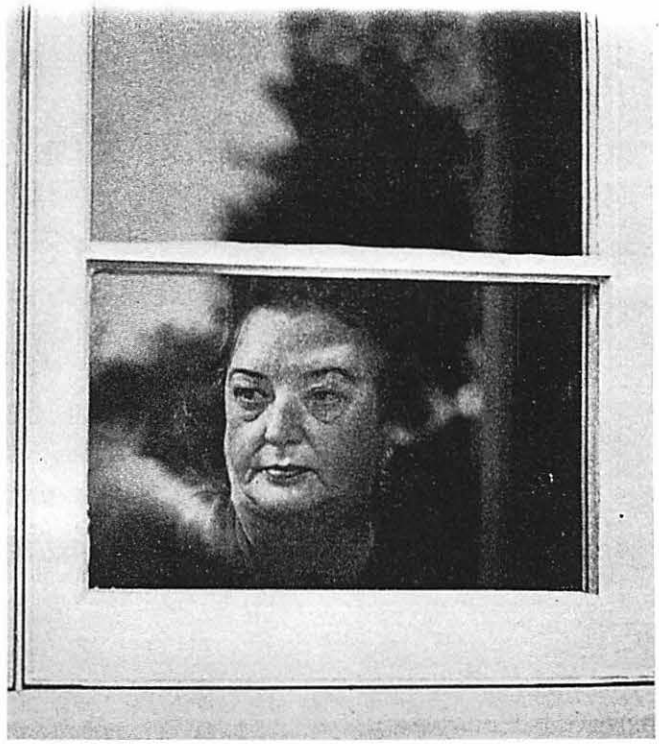
"I could see that fluttering movement," Hunt says. "It was going from left to right, between the tops of two big trees. I could see those pulsating lights. I could hear those horses kicking out in the barn there. Those dogs were really howling. Then it started moving, slow like, across the tops of the trees, just above the trees. It was rocking when it did this. A creepy type of look. Airplanes don't do this. After it moved out of sight, toward Hampton, toward the ocean, we waited awhile. A B-47 came over. You could tell the difference. There was no comparison."

Moments after the object slid over the trees and out of sight, Toland took a call from an Exeter night operator. "She was all excited," says Toland. "Some man had just called her, and she traced the call to one of them outside booths in Hampton, and he was so hysterical he could hardly talk straight. He told her that a flying saucer came right at him, but before he could finish, he was cut off. I got on the phone and called the Hampton police, and they notified the Pease Air Force Base."

The blotter of the Hampton Police Department covers the story tersely: "Sept. 3, 1965: 3 a.m. Exeter Police Dept. reports unidentified flying object in that area. Units 2, 4 and Pease Air Force Base alerted. At 3:17, received a call from Exeter operator and Officer Toland. Advised that a male subject called and asked for police department, further stating that call was in re: a large, unidentified flying object, but call was cut off. Call received from a Hampton pay phone, location unknown."

For days, Bertrand would think about the object he had seen. "The world is going so fast that it could be something from outer space. It makes you wonder. I want to keep my mind open, look for a reasonable explanation. But then, as I look back in my mind again, I wonder. When we watched it, Dave and I and the kid tried to listen, to hear a motor. We did everything to check it out. We weren't believing our eyes. We just couldn't come up with an answer. I kept asking Dave, 'What is that, Dave? What do you think?' He'd say, 'I don't know.' I have never seen an aircraft like that before, and I know damn well they haven't changed that much since I was in the service."

Lt. Warren Cottrell was on the desk at 8 o'clock that morning. He read Bertrand's report and called Pease Air Force Base to reconfirm the incident. By one in the afternoon, Maj. Thomas Griffin and Lt. Alan Brandt arrived. They went to the scene of the sighting, interviewed Bertrand, Hunt and Muscarello at length and returned to the base with little comment. By nightfall, a long series of phone calls began coming into the police station, many from people who had distrusted their own senses before the police report.



Mrs. Virginia Hale of Hampton, a newspaper correspondent, reported a huge object that floated over her backyard. It gave off a violet light.

NIGHTFALL also marked the beginning of a three-week vigil by Muscarello, his mother and several friends. In the weeks before he was due to report to the Great Lakes Naval Training Center, he was determined he would see the strange object again. During this period, I also began a search that was to continue for many weeks. My objective was to bring out every fact possible in a single, limited area regarding an Unidentified Flying Object, commonly called a UFO.

I found Ron Smith, 17, a high-school senior, unpacking a carton of chicken soup in the grocery store where he works after school.

A few weeks earlier, young Smith had been riding around with his mother and his aunt, shortly after 11 p.m., not far from the spot where Muscarello had been hitchhiking.

"All of a sudden, my aunt told me to look up at the sky," Smith told me. "I stopped the car and looked up. I saw a red light on the top, and the bottom was white. And it glowed. It passed over the car once, and when it passed over and got in front, it stopped in midair and went back over again. It was huge. It headed over the car a third time and then took off. Zoomed off, fast. Wasn't even ten seconds getting away.

"It scared me, and I started to drive toward the police station to report it. But after I got partway, I came to my senses. I wanted to be sure we weren't just seeing things."

He returned to the place where he and his mother and his aunt had seen the object. "It was back there still. It was oval, not completely round. It didn't make much sound, just sort of a humming noise, like a cat when it purrs. Altogether, we must have watched it for about 15 minutes. The second time, it just passed over the car once and took off again. It wasn't a plane, it wasn't a helicopter."

The next lead took me to the office of Rusty's Taxi, where Lora Davis gave me her account. "It was about 2 o'clock in the morning," she said. "I was sitting up on top of Country Club Hill, and I looked up. I first thought it was a plane. . . . There was just a big, huge red light, blinking on and off. It started moving closer, my guess was about three miles away. It was too big to be a plane, the distance it was. It was coming in from the southeast, sort of parallel to the 101 bypass. Then it headed toward the ocean."

While I was there, a call came in on the taxi radio. It was the taxi-company owner. He had just heard via shortwave radio that a Mrs. Harlow Spinney in Stratham had recently spotted a UFO in broad daylight.

"I was driving from Exeter toward Portsmouth, and when I first saw it, it was in the distance," she told me. "When it got between two and three hundred feet of me, darned if it didn't turn around and come back, so I got a perfect view of it in broad daylight. It made no noise whatever, and it seemed to be intelligently guided. It looked spherical, but it was definitely not a balloon. There were no openings. If it had

continued

After sightings, some women were afraid to go out at night

been a B-47 or a B-52 jet—I know them so well because they pass over here all the time—it would have scared me to death at that altitude. I guess it was 30 feet or so in diameter, and it changed direction with a dartlike motion. Then it suddenly took off at a blinding speed."

MEANWHILE, another lead had come in from Russell Burbank, a reporter on the Boston *Globe*. Mrs. Virginia Hale of Thomsen Road, Hampton, had recently kept a UFO in clear view over a five- to ten-minute period, at dusk. Mrs. Hale, a stringer for the UPI and a local news correspondent, knew every conventional flight pattern at the Portsmouth air base, as well as those of the commercial planes. "I was standing by the sink, looking out the kitchen window, about 25 minutes after 6 in the evening. The reason it caught my eye was because it was bright and because it was going slow, very slow. So I automatically figured something was wrong. Then it stopped dead over by that house—about three times the height of the chimney—it just stopped dead. Now, you know four minutes is a long time, and that's why I hesitate to say that, but I'm pretty sure it was about that long. I marked my window here with a smear from my dishwater so I could remember where it lined up with the spot. Suddenly, this thing cut back toward the southwest, coming directly back and losing altitude fast. It was going so fast I thought it would crash. At this point, I could see underneath too. It was dome-shaped and flat underneath. . . ."

As I talked to policemen, taxi operators, high-school youngsters and housewives in split-level or farm homes, the other-worldly aspects of the sightings aroused strong curiosity after the initial shock.

A new lead took me to the home of Mrs. Rudy Pearce, on the Exeter-Hampton line. A delegation of neighboring housewives was waiting for me in her living room. Their accounts of multiple sightings continued for over an hour. Some of the women were afraid to go out alone at night. "Some of these things," said Mrs. Alfred Deyo, "sit in the air for as long as half an hour. Just sit there."

So many leads began coming in from the police blotter, newspapers and ordinary citizens that it was impossible to follow them all up:

- Near Bessie's Lunch, in Fremont, dozens of cars would gather nightly at the base of the power lines, along which the objects would hover.
- The Jalbert family, living beside the power lines, reported constant sightings, dull-orange disks moving erratically along the lines.
- The Chief of Police of Fremont, along with a half-dozen members of his family, saw an object hovering over his house and barn. An outside light, operated by a photoelectric cell, went out when the object appeared.
- Charlotte McFarland of Sandown stopped her car when a red, roundish object came down the power lines and headed toward her. It hovered, went up and down and moved erratically sideways.
- Mrs. Parker Blodgett, a correspondent of the Haverhill, Mass., *Gazette* and president of the New Hampshire PTA, saw a bright orange disk, "bigger than the moon" hover just outside her living-room window.

Meanwhile, Norman Muscarello continued his vigil on Route 150 during the three weeks before he joined the Navy. "He would sit all night long," says his mother, "and many times, I joined him. One night, all of a sudden, I saw it myself. You couldn't see the shape, but it came out behind some trees, like if it was just parked and just rose up. No sound at all. It was huge. There were lights on the bottom going around like pinwheels."

I RECORDED lengthy interviews with over 60 people. From the tapes, certain common denominators emerged:

Many observers were reluctant to report their findings because of the fear of ridicule.

Most people reporting sightings were familiar with commercial and military craft, could even tell the difference between B-47's and B-52's because of the constant traffic at the nearby Pease Air Force Base.

Most observers reported luminous disk-shaped objects, either white or orange, or changing in color. Many people said they saw the red pulsating lights around the rim, which often would speed up and whirl. Some noted cigar-shaped crafts. The phenomenon known as St. Elmo's fire was dismissed by experts as an explanation because the objects seen were constantly defined as structured craft rather than fire balls.

Many observers reported extreme low-level encounters, not more than five or six feet above the ground.

Most reported absolute silence by the objects, although in some cases a high-frequency hum was noticed.

A few noted the odd behavior of animals, as well as electrical, ignition and broadcast disturbances.

In some 200 pages of typed transcripts, 73 mentions were made that the UFO's were observed near or over high-power transmission lines.

None of this information is particularly new to NICAP—the National Investigations Committee on Aerial Phenomena in Washington—the privately-sponsored organization that has been collating statistics reported over the past 20 years. But an intensive investigation has not been focused on a single area to any measurable degree before.

While NICAP pushes its demands for public enlightenment on the subject, the Air Force maintains an attitude of almost complete silence. Any

continued

Coastguardsmen seem to support the witnesses

air base receiving a UFO report sends an officer to investigate. The information is relayed to Wright-Patterson Field in Dayton, Ohio, where it is analyzed by scientists and technicians. The report is forwarded to the Pentagon, which claims that only 7.7 percent of the thousands of objects remain unidentified. The rest of the cases are ascribed to other causes such as temperature inversion, weather balloons, mistaken identity of planes, stars, planets, clouds, reflections and so forth.

It was through NICAP that I learned that the amazing UFO picture shown on the first page of this article had been taken by a youthful astronomer in Beaver County, Pa., northwest of Pittsburgh. I went immediately to western Pennsylvania to investigate.

James Lucci, 17, the photographer, had an excellent school record and the finest possible character standing in his community. He was taking a time exposure of the moon at 11:30 p.m., in the presence of his brother John, a biology major at Geneva College. Both watched it for several minutes. The picture was taken with a Yashica 635, with Altipan 120 film (ASA 100). The lens opening was f 3.5, set at infinity, developed with fresh D 76 at 70 degrees, with agitation. Four members of the photographic department of the Beaver County *Times*, a highly respected area paper, told me that the negatives of the two pictures Lucci took were not the result of faking nor the result of photographic accident.

A canvas of Lucci's neighborhood brought out a rash of stories almost identical to those of Exeter.

In early November, I returned to Exeter to gather more confirmation on the sightings. A particularly graphic one came from Joseph Jalbert, 16, a high-school junior with an excellent scholastic record. His house is almost under the poles supporting the power lines on Route 107. One evening at dusk, toward the end of October, he noticed a reddish cigar-shaped object high in the sky and was startled to see a smaller reddish-orange disk emerge from it and begin a slow descent toward earth. It drew nearer, then skimmed along the power lines and stopped within two hundred feet of him, just a few feet over the wires. Then, very slowly, a silvery, pipe-like extension descended from the disk until it touched the wire. It remained in contact with the power line for several seconds, then was retracted into the disk. It took off toward the sky with tremendous speed, found the cigar-shaped object again, and disappeared inside it. Joseph's mother, oddly enough, had sighted a similar object on a different night some 20 miles away.

Confidential comments made to me by coastguardsmen and military in the area support the laymen's testimony and confirm the reports of radar sightings and scrambling by jet fighters. Collusion, hoax or mistaken identity by so many people seems improbable. The continued official silence surrounding the subject of UFO's seems as mysterious as the Exeter story itself.

END

ROBERT CENSONI

"I'll handle the controls!!"

Tale of an "Exeter Terrestrial"

It's Exeter again. We were fortunate to learn, although more than a year later, of an interesting venture undertaken by students in the Science Fiction classes at the Exeter Area High School, Exeter, N.H. Fifteen years after the famous UFO sighting in Exeter, so well-described in John Fuller's book INCIDENT AT EXETER, the students undertook to reopen the case. They conducted interviews with as many of the principal witnesses as they could find, including, of course, the main witness, Norman Muscarello (who proved to be hard to find and had not given any interviews on the subject for 15 years).

In a special issue of TALON (Vol. 5, No. 1, 1981), their high school paper, they presented their results. Most of the 20 pages (tabloid format) were devoted to: interviews with some half-dozen people about both the specific Exeter case and UFO events occurring there at about the same time and pro and con articles about UFOs in general. As a result, interesting new material was brought to light forming a valuable addition to our knowledge of this classic case.

The following material is excerpted from that special issue of TALON with many thanks and acknowledgement to its editors. They and the students are to be congratulated on their initiative in thinking up the project and on the excellent manner in which it was carried out.

The Exeter case is a classic known to many, but if readers wish to refresh their memories, reference to Fuller's book is the best suggestion and next would be the full summary of the case in the Hynek UFO Report (pp. 154 ff). Briefly, however, it happened about 2 a.m. on Sept. 3, 1965. A young man, Norman Muscarello, about to be inducted into the Navy, was thumbing his way home just outside Exeter (Rt. 50) when a noiseless, large, brilliant set of lights approached from nowhere at tree-top level. It was a clear night, and the stars were out in full. He became terrified. Unable to raise anyone at a nearby farmhouse, he frantically waved down a car by standing directly in its path. He was driven to the local police station. When he, with a police officer, returned to the spot of the encounter, the UFO reappeared, witnessed now by both men and, shortly thereafter, by another officer who joined them after hearing their radio conversations. The officers had no explanation for the pre-dawn appearance of a strange set of lights at tree-top level. Nor has any viable explanation been offered in the intervening years.

During those 15 years, Muscarello spent 36 months in Viet Nam, was discharged, got married, divorced, went to California, then back to the navy where he "couldn't hack it anymore," worked for a recreation vehicle company, got homesick because he "missed the snow," and then came back to New England.

Now that the high school science fiction classes have tracked him down, let's go directly to their interview with him and listen to his recall of the UFO event of 15 years before and the things which impressed him most of all on that eventful night. The interview brought out some things that are very important for the record. He is now telling of his trek along the lonely road. Nearing the Dining farm, he sees the light approaching:

"There was absolutely no sound, other than I heard horses in the Dining field raising holy hell kicking the barn. Crickets just seemed to have quit.

"My eyes were like, you know, seeing spots...like when somebody takes a picture with a camera. Got my eyes cleared and... son of a gun...here it comes again.

"I ran across the street. I didn't actually dive. I fell, because I tripped on something and I fell into the ditch, and I lay there with my head down. Then I looked up...and it was like the whole side of this house [next house down from Dining's] seemed to turn out like blood red."

Muscarello now ran to the door of the house, pounded on it; the people heard him but they weren't going to open the door "with this crazy nut pounding at two o'clock in the morning, no car out front or anything..." He ran out to the middle of the road as he saw a car approaching. "I wasn't going to let it go by. I stood right out in the middle of the road waving my arms."

The car, with a man and a woman he assumed to be the man's wife, stopped. Later he realized he knew the man, but never disclosed his name, then or later, because the woman was not his wife. The couple took Muscarello to the police station and waited outside for him. "He didn't know if I was cracking up or what."

His story, however, was accepted at the station by Officer Toland with less surprise than Muscarello expected. Toland had just had two UFO reports from nearby towns, the descriptions of which tallied with Muscarello's story.

Officer Bertrand at that point arrived in his cruiser and shortly went with Muscarello to the scene of the UFO event. They found nothing. Just then Officer Hunt, who had been monitoring their radio conversations, arrived on the scene. He was in the process of chiding the other two and dismissing the whole matter when, according to Muscarello, he suddenly yelled, "What the hell is that?"

"We looked up, and here she comes again. Gene (Bertrand) reached for his gun ...I'm not kidding.

"So we boogied back to the cruiser and Gene got on the blower (mike) and he says, 'Scratch (Toland) I see the damn thing myself!'

Shortly, Muscarello was driven home. "And my mother was having a fit because she didn't know where I had been. She sees the cruiser out there and says, 'What did he do now.'

"The next day my mother's kitchen was full of all kinds of people she'd never seen before...one being a Maj, Kehoe [not Maj. Keyhoe of NICAP] from Pease Air Force Base."

The interview the Exeter High School journalists did with Muscarello (and later with the police officers and various townspeople) brought out some new facets of the story told in a refreshing, down-to-earth way. For example:

"Maj. Kehoe raised holy hell with me in the living room, telling me to 'shut up, don't say anything, don't sign anything.' He asked me, 'Have you signed up for the Navy yet,' and when I said, 'no, I haven't, he said, 'Well, if you had, I'd haul you right down to the base, right now.' You see, then I'd be military property...but I didn't actually get sworn in until Oct. 4."

It appears that Maj. Kehoe's sergeant had an attache case handcuffed to his wrist (real cloak and dagger) and sometime during the morning he was unprofessional enough to detach it from his wrist and set it, unattended, on the kitchen table. Mus

carello's mother, no retiring character herself, sees it there when she goes in to make more coffee for the 'guests' and finding it partially open, starts looking through it. Maj. Kehoe discovers this as he comes around the corner and swears at her.

"I'm not even going to use the language he used," Muscarello told the young journalists. "Then she blew up ...'This is my house, that's sitting on my table, and I'll look at it. If you don't like it, then get the hell out of here!' And I said, 'That's right ma, because if he won't I'll throw him down the stairs, And that's a fact."

It must have been quite an occasion!

Officers Bertrand and Hunt were also interviewed by the High School journalist. There are a few minor discrepancies in the three stories, certainly to be expected from memory recall after that many years. Muscarello said the UFO appeared after officer Hunt had arrived, but Bertrand told the young journalists this: "We got out there, we saw nothing. It was pitch dark...I walked down the field with him (Muscarello), and he started yelling. I looked over and I saw some object come skimming across the treetops, about 75-80 feet in the air. And it looked like it might be spinning.

"I grabbed ahold of the guy; I yanked him out of the field because I didn't want to get caught in an open field with something swooping down. We got back to the cruiser and officer Hunt showed up. The three of us watched it for a minute. It took off and headed for the coast, making no noise."

The two officers watched it disappear, concluding that it probably had passed over the town of Hampton when, "...we got a call on the radio. Hampton talking. They had just got a call that some man in Hampton had a red object swoop down at his car... They sent cruisers out. They called Pease and they sent out a couple of fighter planes."

The next day, according to Bertrand, two Air Force officers requested an interview with the two police officers.

According to Bertrand, the Pentagon issued a statement saying that what the officers had seen was a refueling mission. "They changed that when they found out I had been in refueling; then they said we had been looking at a planet inversion."

This picture appeared in the Manchester Union Leader Sept. 6, 1965. From left are teenage Norman Muscarello, former Exeter policemen David Hunt, Eugene Bertrand, and "Scratch" Toland.

Norman Muscarello tells Exeter High School journalism students about his UFO encounter.

The UFO issue of the TALON presented a wide spectrum of opinions in several ancillary articles, ranging from entirely negative reactions such as: "I Hate UFOs," "Spotting Fake UFO Photos" and "Project UFO: How to Build Your Own Space Ship" [Instructions for making a hot air balloon] to more positive reactions like: "What to Do If You See a UFO," "Pilots View Strange Phenomena," plus articles on UFO books, UFO toys, etc.

The Exeter Area High School must be commended for their initiative and comprehensive effort in presenting a most excellent 15-year flashback and intelligent discussion. It may be remarked that while it took a Science Fiction class to think this up, the result of their efforts went a long way to demonstrating that they were dealing with ANYTHING BUT science fiction!

One other article deserves mention: One of the local people interviewed was a Braniff pilot, and his statement to the journalists was rather bold.

K. Schumaker...Braniff pilot: "As far as UFOs go, two out of every five pilots I have talked to admitted to the fact that they have seen 'objects' that they couldn't explain.

"Probably the reason that the statistics are two out of five, and not three or four out of five, is the fact that in the early days of flying (1950s) many pilots who talked of seeing such objects were thought to have had mental problems, and had their licenses revoked. These cases aren't heard of these days but many pilots still have

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A "Yorg" in Kansas

TYPE:	CE-I (NL)
DATE:	May 4, 1983
TIME:	3:50 A.M.
DURATION:	3 min.
WITNESSES:	1
PLACE:	Lawrence, Kan.

Prof. E.J. Zeller, of the University of Kansas, kindly investigated this sighting on behalf of CUFOS. There follows a brief composite account of Dr. Zeller's interview with Officer James Philips of the Law Enforcement Center, Douglas County, Kansas, and Philips' own official report. The interview was made three days after the sighting and was conducted, as interviews should be whenever possible, while re-enacting the event on location, Dr. Zeller rode with Officer Philips in the latter's vehicle, covering the route taken at the time of the sighting.

In general, we do not give great weight to single-witness cases, for obvious reasons, but, in this instance, we present it not only because of the stature of the witness (who used binoculars) and investigator, but because the case is another good example of what we might dub "YORGs" Yellow-Orange-Red Globes. Generally, it is only the bright globe of light that is seen, often so bright that it obscures whatever may be the origin of the light. These have been widely reported from around the world. Here, then, is a very recent case to add to the present impressive collection.

The very early hours of May 4 were clear over the outskirts of Lawrence, Kans. The moon was at last quarter and there was only a slight breeze from the northwest. A "flame orange" ball, about the size of a nickle held at arm's length, suddenly caught Officer Philip's attention. It was first sighted above a power pole just to the west and south of his position, but already high in the sky, within 20 degrees of the vertical. It appeared to Philips to be very close, about 300-400 feet above the ground, making its slant height (because of its closeness to the vertical) less than 500 feet, It was completely noiseless.

"I stopped my car, shut off the engine, and got out to look at it. It passed over me so I turned the car around and went east . . . ." The globe was moving southwest to northeast at an estimated speed of 30-40 m.p.h. (A balloon is thus completely ruled out . . what little wind there was, was from the northwest.). He drove nearly one-half mile east at about 50 m.p.h. and parked once again. During this interval he reported no radio or engine interference. Getting out of the car, he looked at it again, this time through binoculars. Now the object was almost directly overhead, only 5 degrees to the left of vertical.

"I looked at it through the binoculars (7x35). I saw stars disappear as the object went by. I still heard no noise". A dark superstructure was observed to eclipse stars as the luminous globe moved along. The total size of the light and superstructure was between that of a quarter and a half-dollar held at arm's length. A rough calculation indicates that the object was about 20 feet in diameter, larger, of course, if its distance was underestimated.

The illuminated portion had the appearance of "flame jets." It was spherical in shape and slightly smaller than the moon which was visible at the same time. Its actual size would, therefore, be only about 5 feet. The idea of a hot air balloon immediately comes to mind, but the speed and direction completely contradict this. Besides, there have been many cases of orange balls of light to which this explanation would not apply.

Reentering the patrol car, Officer Philips continued east rapidly for a half-mile and then drove 0.3 miles north, and parked once again.

"I again looked at the object through the binoculars, but by the time I had them focused the object sped away quickly, the flame went out, and the object went straight up quickly and disappeared. I could not locate it using the binoculars."

Officer Philips has had six years experience in police work and gave Dr. Zeller the impression of being a very cool and precise observer. He states," I have no reason to doubt that the events he described actually took place essentially as he reported them." □

Tale of an "Exeter Terrestrial"— cont.

(continued from page 13)

superstitious feelings about telling others of their experiences. "The objects they have described were those unexplainable by commercial and Air Force propulsion standards.

"All of these objects (the many objects reported by civilians which prove to be IFOs) are different from what the pilots have seen by one common denominator; the speed and agility of the objects...a weather balloon simply will not move at a speed approaching that of sound, stop and reverse direction. It just isn't possible."

In answer to a question from the interviewers as to whether the object violated the laws of aerodynamics, Bertrand answered, "It did defy them. I've never seen anything fly that way. It was just floating like a leaf."

To that, officer Hunt added in his interview: "It moved more or less with a fluttering motion...like a leaf falling back and forth." His interviewers concentrated more on his reactions to the incident rather than on a retelling of the tale itself.

"How do you feel about this thing now that it's fifteen years later?"

"It's just a thing that happened and we reported it the way it happened at the time, which you know is about all you can do, I guess."

Exeter Revisited

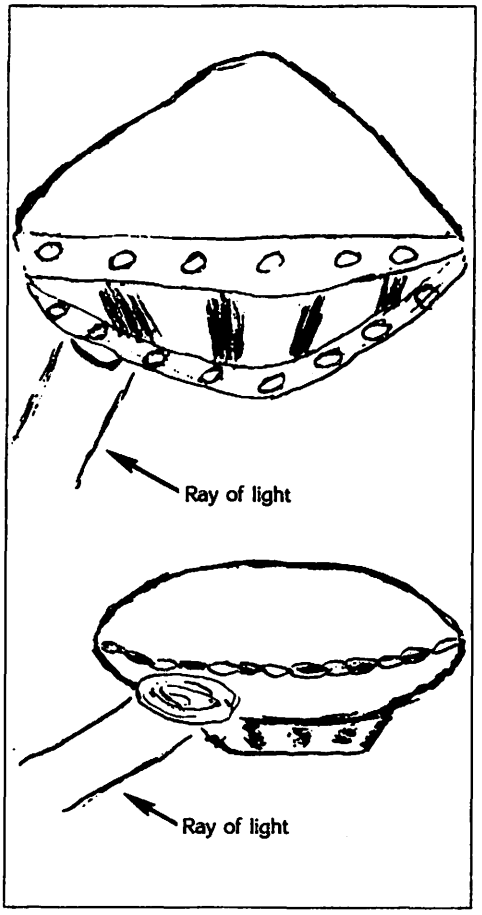
Many of our readers are acquainted with John Fuller's masterful UFO investigation in Exeter, N.H., from his book, Incident at Exeter. *If not, reference to it should be a must because its resemblance to this very recent UFO event, just a few miles east of the town of Exeter, is striking. Further, the investigation of this New Incident at Exeter has brought to light an event that may have a close bearing on the Old Incident at Exeter (see Box).*

The scene is, once again, a lonely country road. It is shortly after 10 P.M. on a cool, crisp clear moonlit New England evening. Four women, all management personnel of the New England Bell Telephone Co., are coming home from a County Fair in a town some distance north of Exeter. They are riding in the Mercedes owned by one of them (Mary Ann Poland, the driver); they are tired from their day's jaunt and are looking forward to stopping at Studio Two, a roadside tavern, for drinks. They do not need I.D. cards, for their ages average 38, and they are all mature career women holding responsible management positions with the phone company in different nearby towns. And then:

TYPE:	CE-I
DATE:	Sept. 30, 1982
TIME:	10:15 P.M.
DURATION:	3-5 minutes
WITNESSES:	Four
PLACE:	Exeter, N.H.

"Jeez, Mary Ann, that's not a plane," I said. "No," she replied, "That's not a plane! There's no way it's a plane."

Rose Messina, the front seat passenger, continued her story during our long interview: "So we all started shouting, 'Stop the car!' If you're not going to stop the car, we're going to jump out!'. So we opened the door, and Mary Ann braked the car, but we got out before the car came to a stop...the two of us (she and Mary LaMontagne, the passenger on the right rear seat) got out and started chasing it. It stopped. It was standing perfectly still, but there was no noise."



Sketches by Mary LaMontagne (above) and by Rose Messina (below) of what they say they saw on a country road north of Exeter, NH. The sketches of all four women, drawn separately, were extremely similar.

In our interview with Mary Ann, the driver, she told how it all began: "I was driving, heading toward a local bar... clear, crisp night, nothing on the road, and then I saw what appeared to me to be a very low flying airplane. I watched it as I drove, and it was coming toward me and all of a sudden it looked like one big bright light coming toward me. So I still thought it was a plane. I reached over and touched Rose, who was dozing, and said, 'Rose, that plane is flying very low...you're supposed to be the copilot...so wake up!' She didn't say anything for a bit and I said, 'Hey, wait a minute, that's no plane'... and it came toward us, and with that I got the attention of the two in the back. They're looking at it and they say, 'That's no plane, stop the car!' Well, I'm still looking at it and applying the brakes and meanwhile these two nuts, as I call them, started hopping out of the car before it was even stopped. It was right there, on top of the car practically. It wasn't doing anything...it was just like stationary."

Now let (Mary LaMontagne) the passenger in the back seat who had jumped out to chase the strange object, take up the story: "It was so close that if I'd had a rock I could have hit it. I have a pretty good arm! It came and hovered right over the trees, and it was huge. It was very, very quiet. I didn't hear a thing...only thing I heard was the rustling of the leaves."

The fourth passenger, the oldest in the group, who had been sitting in the back next to Mary LaMontagne before she so hastily jumped out along with Rose Messina, confirmed in her interivew the essentials of the accounts of the others. She had gotten out of the car momentarily, but could not keep up with the younger two, who

rushed along a side road (actually it was someone's driveway) to try to chase the object, which seemed to have a decidedly hypnotic effect on them...so much so (as they related later) that they felt no fear whatever and indeed, would have gone aboard if the opportunity had presented itself! To this day they find it hard to explain the compelling influence the object seemed to have on them. This despite the fact that "ordinarily I'm chicken. If it had been an accident or a plane crash I would have wanted to get out of there. But I just didn't feel that way," (Mary's words) and, "Ordinarily, I'm afraid of my own shadow...I'm petrified of dark" (Rose's words).

"...they felt no fear and would have gone aboard if the opportunity had presented itself..."

What then was this UFO like? Piecing together now the composite testimony of all four, we get this picture: (sketches by the two who followed the object in Pied Piper fashion, and who therefore had the best view of it, are shown to the left).

An egg-shaped, very large, seemingly solid and metallic object, wingless, and completely noiseless, with swirling red lights along its equator, and a beam or ray "as wide as a wall" coming down from its side (as shown on both independent sketches) like "a ray of sunlight when it comes down through clouds." The beam was white in color and did not move about; that is, it did not appear to be a searchlight, but a coherent beam of light which, however, did not appreciably illuminate the surroundings.

All observers were impressed by how close to the ground it flew. "It's going to hit the trees," one said, and another, "The thing was so low that I thought it was going to crash, and yet it made no noise," and, from another, (while she still thought it might be a plane) "Gee, that plane looks like there's something wrong with it."

In response to the question, "What commonplace thing would you put up in the sky, if you could, that would most closely resemble the object in shape"?, the answers varied from "an egg," to "an old collander I bought a few months ago" and to "just something oval." To the question, "What convinced you that it couldn't be a plane or a balloon?" the answers were direct and emphatic. As for a plane, "I put my window down, to listen to this thing, because I never saw anything hover like that. If it had been a helicopter we would have heard the chopping sound...it was that low we surely would have heard the whirling of the blades. And no ordinary plane could have gone that slowly without crashing...and there was absolutely no noise."

As for its not being a balloon (which would satisfy the observed motion) we are indebted to Mr. Tom Jenkins, editor of the "Atlantic News and Advertiser" of Hampton N.H. who not only was the one who notified us of this new Exeter incident, but who investigated the possibility of any balloons in the vicinity on that night. His results were totally negative. He found that there hadn't been a balloon around since some time back when one had been used in a car dealer's advertising. Furthermore, swirling lights and light beams, and intensely bright while lights require a power supply it would be difficult for a balloon to support in flight.

As to size and distance, detailed answers varied, but there was consensus that whatever it was, it was very close, and very big. Estimates of apparent size are among the most difficult things for a UFO investigator to obtain; people do not understand 'subtended angles' and tend to estimate size in terms of an assumed distance. In this case, agreement was general that the object was truly close by, a definite Close Encounter, and so they gave sizes in terms of known objects: "Bigger than a house" and "as large as a cargo plane, but thicker," "a dime at three inches" and "almost the length of a football field" and "I've seen many jumbo jets...and I'll tell you, it was larger than that!" And, even, "an ice skating rink.."

As to brightness of the lights: "They were very bright...we could have taken a picture, they were so bright. In fact, Rose is a pretty good photographer and she was very upset that, because she was riding in someone else's car, she didn't have her camera along. *[What a missed opportunity!]* If it had come directly at us instead of toward the left, I doubt we would have seen any shape...those lights were so bright!"

All agreed that it disappeared by sinking down behind the tree line (later inspection of the terrain revealed that immediately in back of the front line of trees there was a considerable cliff-like drop-off). And agreement was fair on the duration of the sighting; in any case it was not very long, just a few minutes. From the time it was first sighted and discussed among themselves, and the two passengers jumping out of the braking car, the chase by the two along a side road, and its disappearance, probably not more

(continued on page 6)

"a ray of light came down from it like a

than three or four minutes were consumed...perhaps even less. The driver of the car, who did not get out but sought to turn the car around by finding a convenient place in the road ahead, found the object gone when she returned.

What, then, of the total experience, and how does it compare to others? Firstly, it was not greatly different from the original Incident at Exeter (the same oval shape, that time both rising and sinking behind trees, and the moving lights along its equator), but also, it was very similar to many of the cases described in the REPORTER in just the past year. Once again we have an object that defies our ordinary principles of flight. We just do not have craft that can hover, completely noiselessly, at tree-top level!

The ladies tried pursuing the idea that somehow the craft was something of our own and put in a call, later, to Pease Air Force Base, which is not far away from Exeter.

"I called Pease Air Force Base wanting to know if they were doing something special. They wouldn't even talk to me. I said, 'I'm in earnest. This is what we all saw. What are you doing up there?' But I couldn't get anyone to talk to me. Well, anyway I don't think they could have anything that's that noiseless, and, I've never seen anything around here that's that shape even." (Compare John Fuller's attempt to get similar information at the time of the original Incident at Exeter.)

What were the reactions of the ladies after it was all over? When asked, "Years from now, what will be the one thing that most stands out in your minds?" Nicky LeClair (the second passenger in the rear) replied, "The brightness and size of it." Mary LaMontagne, however, said, "The thing that impressed me most was that I ran toward it...the fact that I wasn't afraid ...that I wanted to get out of the car and see what it was...that I could have followed the thing on and on if I hadn't been stopped by the trees."

Rose Messina said, in answer to that question, "The vastness of it... then that ray of light that came down from it like a beam of sunlight when it shows through the clouds" and the driver, Mary Ann Poland, "Well, it was exciting...I'll tell you that! Since I was driving, the thing that will stand out in my memory was that this thing was so low and so close that I thought it was going to crash and, yet, it made no noise."

What did they do afterwards; did they talk about it with others, and were they ridiculed?

"After all this happened, nobody said much...but we went down to Studio Two and had a drink. We sort of asked each other, 'Do you believe what we saw?' We just sort of sat there...we were excited but it wasn't an 'excited' kind of excited, do you know what I mean?

"We didn't mention anything to anybody. We just couldn't believe what we had seen and we were apprehensive about talking to anybody. I told some people at work. We finally called Washington, D.C.

"This Thanksgiving we had an Open House, and the article in the Advertiser had just come out, so lots of people asked us about it, and the general reaction was 'O.K. O.K. Yeah, I hear you,' and all that! I finally said, 'Look, it happened. I wouldn't be telling you it happened if it hadn't happened, because there's no sense to that!' " (a situation that has been faced by many, many other bewildered witnesses to UFO events!).

There is still another part of this story that must be told. It has often

The four who encountered the UFO on Exeter Road in Hampton on September 30, 1982. From left: Nicky LeClair, Mary Ann Poland, Rose Messina, and Mary LaMontagne.

a beam of sunlight"

happened that a Close Encounter has had lasting and profound psychological, and even physical effects on witnesses. In this case it was Mary LaMontagne, the one who had been the most anxious to run after the object, who felt the least fear, and who most felt the hypnotic attraction of the object, who seems to have been the one most affected.

Mary had been an ardent cigarette smoker for 14 years, smoking about 2½ packs a day. She relates, "One night, about three days after the sighting, I woke up in the middle of the night,...I just bolted out of bed, and had maybe a minute with the shakes, but since then I had no desire to smoke at all. I had no 'withdrawal symptoms.' I just stopped smoking, and I haven't had a cigarette since (three months)."

"Did you feel that you had had some sort of religious experience?" she was asked. "No, nothing like that," she replied, "but just a private feeling of being peaceful and serene. I don't feel stress at all anymore. There's much stress at the phone company and I never could relax. Now, I'm not in a rush anymore. I see people around me being extremely nervous, but I don't feel that way anymore. I've changed my life considerably," she concluded.

There is little point if, month after month, we merely record one case after another without making any attempt to look for relationships between UFO events. It is important, we feel, to examine the after-effects on people, both physical and psychological. Investigation of UFO cases should not end with the mere recording of the bare facts of the observation, but there should be a follow-up, even extending down the years, if facilities permit.

There have been cases of healing, of profound changes in character, of changes in philosophy of life of UFO witnesses. Could it be that these may be as important, or even more so, than the bare facts of the sighting itself? What, indeed, is the message of the UFO? Is there one?

There just doesn't seem to be a plausible, simple, physical explanation of this new Incident at Exeter, but even if one should be found, how could it explain these deep and lasting psychological and physical effects in the lives of the witnesses? Sighting the Goodyear Blimp or an advertising plane has not been known to produce profound changes in life-style!

What is going on in and around Exeter? □

AF Coverup on Exeter 1

A most interesting sideline has surfaced as a result of the investigation of this new Incident at Exeter. Those of you who have read John Fuller's book about the original Incident at Exeter will remember his futile attempts to pry some information from Pease Air Force Base about the presence of jet fighters in connection with the UFO sighting. The Air Base stated that there had been no such activity and that no UFO had been chased by the jets.

Now it has been found, through the efforts of Tom Jenkins, the reporter who is also the editor of the Atlantic News and Advertiser, and who made the initial investigation of the present Incident at Exeter, that Pease Air Force Base did indeed scramble jet fighters to chase a UFO, probably on the very night of the original Exeter Incident. In conversation with Robert Mark, now Chief of Police in Hampton, Conn., where the Advertiser is published, Jenkins found (and this was confirmed by Larry Fawcett who, as a police officer himself was granted an interview with Police Chief Mark, and who obtained Mr. Mark's permission to tell the story) that at the time of the original Incident, Mark had been security guard at Pease Air Force Base and had personally witnessed the UFO fly-over and its subsequent chase by fighters scrambled immediately after its passage.

A brilliantly illuminated 'craft' overflew the Air Base and as it flew along low overhead, the lights at the Base along its route were extinguished in succession "as if someone had shot them out," only to return after the UFO had passed on. The two companion guards of Mark at the Security Gate were profoundly affected, according to Mark. One fainted, and the other fell to crying.

Security Guard Mark, however, rushed to the communications tower and listened to the conversation of the jet pilots. He recalls their saying that they couldn't catch up with the intruder and that it disappeared in the distance as a red glow.

Unfortunately, Mr. Mark cannot be sure of the exact date, except that it was close to the time of the original incident and may well have been on that date. In any event. Mr. Mark's testimony confirms our suspicions that the Air Force does not always tell us the truth when it comes to UFOs!

Ray Murdock

I have been deeply interested in UFO's, or Unidentified Flying Objects, since the first reports in 1947. Shortly thereafter, I joined NICAP, or National Investigating Committee on Aerial Phenomena, soon after it was organized, and was a member for several years. When sightings dropped off and reports became a rehash of earlier reports, and the organization seemed to take on a new purpose, that of proving the Air Force was hiding information relative to UFO's, I let my membership lapse.

I did not lose interest in UFO's, however, and attended several meetings throughout the intervening years that were quite unimpressive. I was in Washington during a period of numerous UFO sightings over the Capitol, and although I spent a considerable amount of time searching the skies I was not fortunate enough to see anything.

My feelings relative to the authenticity of UFO's flared anew when approximately six years ago I had lunch with several rocket scientists from White Sands, New Mexico who told me that during many firings of experimental rockets, UFO's were seen to flash in over the desert and go up with the rockets. These were tracked with theotelytes and picked up on local radar.

About six or seven months ago I had occasion to see and hear Sherman Larson who is the Director of the Chicago branch of NICAP, on television, contacted him and rejoined the organization. Recently a sub-committee was formed in the Chicago area, Unit 1, to handle investigation of reported UFO's in our area, and I became a member of this committee.

Several weeks ago my wife and I decided to take a business and pleasure drive through the New England states and after given a routing from the Chicago Motor Club, I noticed that our route took us within 20 miles of Exeter, New Hampshire, which was the site of a now famous story called Incident at Exeter. This story, in my opinion, was the most authentic and most exciting research on the subject I had ever read. Inasmuch as the Air Force has been directed by the Government to turn over to the University of Colorado all of its records for a complete scientific investigation by that University, I felt that the Exeter story should be high on the list for their investigation.

It was my thought to speak to the police officers involved at that time and some of the witnesses if they were in the area to determine for myself whether or not Mr. Fuller's story was an honest recount of the actual experiences. I also felt that if they were I would suggest that our investigative body contact the University of Colorado, suggesting strongly their investigation of this strange series of sightings.

Armed with a letter from the National Investigating Committee on Aerial Phenomena, advisihg that I was an investigator of Unit 1 on the sub-committee of NICAP and that cooperation would be appreciated by Mr. Murdock, the sub-committee director, my wife and I were on our way.

On Wednesday, October 12, 1966, I left my wife at 9:30 in the morning, and as she has no great interest in UFO's she decided to browse in the stores of downtown Boston. I headed north toward Exeter, New Hampshire.

After consulting a map of the area, I decided to get off of route 95, which is the state north-south highway, at the town of Amesbury, which is approximately ten miles south of Exeter. It is the starting point of John Fuller's story where one Norman Muscarello walked north toward his home in Exeter on September 3rd at approximately 2: A.M. Route 150 is a beautiful winding road, heavily treed, and at this time of the year displays breathtaking beauty. After going through the town of Kensington, I began to watch the numbers on the telegraph poles, and shortly arrived at pole #668 where Norman Muscarello and the Exeter police saw the UFO rise from above a clump of trees. I took several photographs of the corral behind the Carl Dining farm on which the episode took place, and the house next door, belonging to Clyde Russell, and at least at this point the facts as stated were scrupulous correct. I planned to speak to the people in this area relative to these sightings, but was not sure of their reception of a stranger inasmuch as for a time after the sightings they were beseiged by scores of people, curiousity seekers, who swarmed into the area. I decided to contact the Exeter police force first, to see what kind of reception I might receive.

I had been asked before I left home, by Sherman Larson, director of a Chicago division of NICAP, to particularly note whether or not there were any high tension lines in the immediate vicinity of the Carl Dining farm. Although to this point I had noticed none, I continued up route 150 just as it connected with 108, going north to Exeter and there was a line of high tension poles which I estimated to be one-third of a mile from the Dining farm, and photographed same. Turning right on 108 I drove in to the outskirts of Exeter and saw a mail carrier walking toward me and decided to ask a few questions. I pulled over to the curb and asked him in view of the fact that he was probably familiar with most of the people in town, if he recalled anything of the sightings last year at about this time, and I introduced myself to him. He identified himself as Mr. Robert Sargent and said that not only did he know all of the people involved in the sighting referred to, but that just recently a Mr. Leo Scharron who operates a Donut King Restaurant had sighted a UFO, and suggested I speak to him. I asked him if he thought the Exeter police would be cooperative in giving me the information I was looking for. He thought they would be extremely interested in my reason for being there. I proceeded into town where I located the police station, which was part of the Court House, in a building I thought quite large, and modern for so small a town. I parked my car and went into the police station and walked up to the patrolman at the desk, introduced myself, and showed him my letter from NICAP. He identified himself as patrolman Arthur Wiggan and said he would be happy to try to help me. I wanted to know if he had read Fuller's account of the Incident at Exeter. He said that he had. I then asked him whether, in his opinion, the accounts given by the other police officers from the Exeter Station were reported accurately by John Fuller. He said that in his opinion Mr. Fuller had been extremely accurate, and then dropped the bomb shell. He said, "If you are interested in UFO's, why go back to last year? One of our men on patrol in a cruiser sighted a UFO last night." If I wanted

to speak to him, he'd be happy to call him in by radio. This, of course, was much more than I had bargained for, and I was not able to conceal my excitement.

Within a few minutes police officer Robert Hoxie entered the station and was introduced to me by Officer Wiggan. He was a well-built, serious young man whose age I would estimate to be about 28. I asked him if he would tell me exactly what occurred on the previous night, and following is essentially his story, taken from my memory and rough notes that were made as I listened.

The scene was route 101C and 88; the time 11:40 P.M., on October 11, 1966. I was cruising in my car near the above mentioned intersection of the two secondary roads, and passed a car parked off to the side of the road, and at the moment thought nothing of it. After continuing another quarter of a mile, I decided to turn back and investigate the parked car. When I pulled up behind the car and got out, I saw 2 women in the car. They rolled the window down and excitedly told me to look up where they were pointing. I turned and saw a cluster of lights - red, green and white. The white light was steady, the red and green light was blinking. The object, whatever it was, was approximately 50 feet above the ground and was moving toward the southeast at a speed not exceeding 40 miles per hour. The object stopped several times, climbed vertically, then dropped suddenly. It was visible for approximately ten minutes. There was no audible sound, no effect on my car engine or lights. The last view I had of the object was as it climbed above the top of the County Records Building (which I photographed later that morning), and disappeared. The two women in the car were Mrs. Alice LaRoche and Mrs. Lillian Pierce, both area residents.

The name Lillian Pierce rang a bell. I recalled that a woman by this name was involved in the sightings the year before, as named by Mr. John Fuller, and I asked Patrolman Hoxie about her. He said, yes, this was the same woman and that she spent a lot of time in the last year driving up and down the roads of the area, late at night, looking for UFO's. According to her, she has seen them many times. I thanked Officer Hoxie for this information, and asked him if a record of last night's sighting was on the police blotter. He advised that it was not inasmuch as there are so many sightings in the area they no longer record them.

I then returned to Officer Wiggan and thanked him for his assistance whereupon he told me that he had made a sighting of a UFO on September 22nd. I asked him to describe the circumstances. Following is essentially the story as told to me by Officer Wiggan.

On the night of September 22nd, just before 12:00 A.M. we received a call to proceed to route 85 and 101 Expressway to check on an Unidentified Flying Object reported by two women in that location. Converging on the scene were four police officers from the town of Hampton and four police officers from Exeter. Arriving on the scene, I was told by the women that before we arrived the lights which we could see in the distance as a series of white lights, had been moving but were now stationary. The sighting lasted from approximately 12 A.M. until 1:15 A.M. during which time we radioed Pease Air Force Base which, incidentally, is the newest and largest SAC Base in the world. We asked

them to corroborate our sightihg. They agreed and sent aloft an observation plane which circled the lights for a period, and then left. Suddenly the lights dimmed, and them seemed to go out like electric light bulbs being turned off. Again, we called Pease Air Force Base for a report and they advised that they had made "no contact".

Officer Wiggan also advised that one of the women who had called in the sighting and was in the car when he arrived was Lillian Pierce. I asked him whether or not this woman was the one who had made sightings as reported in the story, Incident at Exeter, and he said yes, she made tours of the area at night quite a few times each week and probably made more sightings of UFO's in the area than anyone else.

Officer Wiggan also suggested that I contact Mr. Leo Scharron, proprietor of the Donut King Restaurant, previously referred to by the post man, Mr. Robert Sargent, but added the information that his sighting was at approximately 1 A.M. on the night of September 22nd.

I thanked Officer Wiggan for his help and after taking several pictures of both him and Officer John Hoxie I left to look up Mr. Scharron at the Donut King Restaurant on the edge of town. Upon arriving at the restaurant I was told that Mr. Scharron was not in but was expected shortly. His wife, who was managing the restaurant, advised me that here husband would not under any circumstances discuss the sighting with me or anyone else. After advising her of my references in order to get her to talk, she refused and merely tried to brush me off. While I was waiting I spoke to the cashier, Mable, an attractive woman in her late fifties, who was quite talkative and offered to tell me of the entire sighting by her employer. Inasmuch as I was interested in hearing it directly from him I asked her to wait and see what his reaction was first. While talking to her, she mentioned that just recently Mr. Barney Hill who was the principal in a recent story appearing in Look Magazine had recently been in town and spoke before the Lions Club. Her son had heard the discussion and told her that Mr. Hill seemed quite intelligent and repeated a story that seemed forthright and honest.

She also mentioned to me that if Mr. Scharron would not discuss the sighting with me, that he had made a tape recording for radio station WKXR, in town, and they might play it for me. After a wait of about 40 minutes, Mr. Scharron returned. I introduced myself, but he absolutely refused to discuss his sighting and merely said that since radio station WKXR had played his tape he had been ridiculed and hounded to the point of a nervous breakdown and that he would discuss it no further with anyone. I was a little disappointed in his attitude and left to find the radio station to see if I could get the manager to play the tape for me. Upon arriving at the station, I found that the manager was not in and that the personnel would not play the tape without his approval. I proceeded to his home at 5 Sommer Street, in Exeter. I spoke to Mr. Ronn Allard and persuaded him to meet me at the station at 3 P.M. so the tape could be played. It was now 1:30, but I felt I would have time to drive to Hampton and see if I could find Mrs. Lillian Pierce who, according to the Exeter police, worked in a beauty shop in Hampton.

The town of Hampton which is primarily a summer resort, was about 7 to 10 miles from Exeter. I proceeded to drive there and looked up their police chief, Leavitt, and told him who I was and why I wanted to find Mrs. Lillian Pierce. He advised me that he knew nothing of UFO's in the area, but that someone else from NICAP had contacted him in June or July. He did not know which of the five beauty salons in Hampton employed Mrs. Pierce, so I left to call on each one in an attempt to locate her. The first shop had a sign in the window, "closed for Columbus Day" and then I realized that perhaps my efforts to find her would be to no avail. I continued on to the next beauty salon and found the owner and several women sitting in the store. The owner's name was Russell Williams and as luck would have it, told me that Mrs. Pierce was working for him occasionally as a trainee and willingly gave me directions to find her home. It was located just off route 101C, between Hampton and Exeter, on Warner Lane. By this time it was almost 2:15 and I began to feel the pressure of not having enough time to accomplish all that I would have liked to do that day. I knew that my wife was waiting for me at our hotel back at Boston as I had phoned her after realizing I would be late. Because of Columbus Day all the stores were closed and time was hanging heavy on her hands.

I left immediately to find Mrs. Pierce's home and after travelling about 2 miles I knew that the instructions as I remembered them did not coincide with the roads I had been crossing. I stopped the car, turned around and decided to head back toward Hampton and watch more closely for Warner Lane. I had no sooner started east again on 101C when I noticed a car approaching. The car was not a police car, but a Ford Thunderbird and I would not normally stop on the road for any car flashing its lights. Inasmuch as I was lost, I didn't know whether to turn around once again or not, I decided to pull over to the side of the road if this car was really signaling me. Sure enough, he pulled off the road on the other side, got out of the car, and I recognized him as Russell Williams from the beauty salon in town. He walked over to my car and asked if I was here to question Mrs. Pierce about UFO's. When I told him that this was what I planned to do he suggested that I follow him and he would lead me to her house inasmuch as he was going nearby to pick up a woman who had also seen a UFO the previous night and was going to return with her to his shop for a beauty appointment. He then said to me "if you want her story, why don't you stop back at the shop when you are through with Mrs. Pierce, and, incidentally, I saw one last night, too!"

This was an unexpected windfall and I assured him that as soon as I had finished talking to Mrs. Pierce I would return to Hampton and asked him to stay there with the woman he had mentioned and wait for my return. He then led me to Mrs. Pierce's home and continued on by, pointing out the house to me, where I stopped. Mrs. Pierce's home is situated in a residential area between Hampton and Exeter on Warner Lane, and was relatively new as compared to other homes in the area. As I approached the door, one of her children, who was just returning from school, ran past me and I asked him if his mother was home. He opened the door, yelled for Mom, and she, from somewhere in the background called for me to come in. I entered what appeared to be a family room and she entered from the other side, whereupon I introduced

myself. Mrs. Pierce is an attractive woman, blond, in her middle thirties, and was attired in a robe and slippers. Her first words to me when I told her why I had come, "Please excuse the way I am dressed as I did not get any sleep at all last night. I've been trying to get some rest during the day." I was extremely frightened last night by a UFO and don't intend to go out again late at night under any conditions." Her attitude was totally disarming and direct, but to me she did not appear frightened in the least. She invited me into the living room and I asked her if she would tell me the story of her frequent brushes with UFO's in the area. She seemed to be trying to suppress great excitement. I found that during her conversation I had considerable difficulty keeping her on one track at a time. She wanted to jump from case to case, making it difficult for one who had never seen a UFO to follow. I finally got her to start at the beginning with the sighting which took place on July 29, 1965 when she was returning home with her daughter, Sherry. Her daughter is a nice looking teen-ager about 15 years old who corroborated everything her mother said with the nod of her head. Mrs. Pierce advised that they were returning by car on route 88 from Hampton Falls at approximately 11:45 P.M. on the above mentioned date. Suddenly ahead, they saw what they thought was an accident on the road. They approached what appeared to be red and white lights near the edge of the road which they took to be a police car with the dome lights revolving. As they drew closer they realized that there was nothing on the road, but that across the road, like a barrier, were two red beams of light and a powerful white beam between them. They stopped their car just before they reached the beams, looked beyond the edge of the road into the field, when suddenly the white light went out. They were both struck dumb at the sight of a disc-shaped object about 12 feet in diameter, with a high, silvery dome hovering approximately 10 feet off the ground and about 10 feet off the edge of the road. It was rocking and wobbling from side to side with the two red lights shining across the road, but at 90 degrees to the red lights and parallel to the road was a green light shining in either direction. There was no sound and the craft had no effect on their lights or the operation of their engine. Thoroughly frightened now, Sherry cried, "Let's get out of here!" Mrs. Pierce stepped on the gas and sped off toward home. At this point, Sherry asked to be excused and left the room while her mother continued. "Since that night I have driven these roads approximately four nights a week and have seen UFO's both near and far away, as many as three out of four nights that I have made the circuit of what is referred to as UFO Alley, with the majority of the sightings taking place in the vicinity of route 88 and 101C, which is just outside the town of Exeter." She told me that during the summer from 1966 there were practically no sightings for several months, but that as Fall approached, once again they started. She said of her closest sighting that the UFO was only six to ten feet away and drew a picture for me which, in her opinion although she admitted to be a poor artist, was what most of the UFO's appeared to look like. The only way I could describe what she drew was an object that looked something like a hammerhead shark with the hammer area being considerably larger than that of the shark. It had a long body and a tail that was splayed out. Underneath there hung a cabin so that from an edge-on side view the UFO might look like a dirigible. The size, according

to her, seemed to be similar to a large jet of the Boeing 727 type. Mrs. Pierce describes the surface of the object as appearing like hammered aluminum, such as you'd see on cookware, with a dull, pitted surface. The surface, at close range, was covered with red, orgnge and white lights and larger red, green and white lights blinking around the rim. The cabin, which was slung under the object had what appeared to be a row of windows and because she was so close she said she could look into the cabin, but all she could see were light green walls and nothing more. She commented that she felt that most UFO's are approximately the same shape, but that in the distance at night they change appearance by changing their light patterns. She said the date of this sighting was approximately September 17th or 18th of 1966. I have in my possession the drawing she made for me, depicting the UFO as she remembered it.

The third sighting we discussed, and the one I was most interested in, was that which occurred on October 11th, the day before I arrived in town. Mrs. Pierce was driving on route 88 just outside of Hampton, with Mrs. LaRoche, a neighbor. They first sighted the UFO in a field. It appeared to be about 12 to 14 feet in diameter. It seemed oval in shape and hovered approximately 10 feet above the ground, just above tree-top level. They slowed to a stop, the UFO moved toward them with a rocking motion, with bright blinking red and white lights on the rim and a brilliant white beam directed right at them. Mrs. Pierce noticed what appeared like stick type protrusions, which dropped down from the bottom side of the UFO and hung there. She said they were both quite shaken and she started the engine, deciding to leave the area, but the UFO moved to the center of the road and blocked her progress. She then backed the car down the road in an attempt to turn around and go the other way, but the UFO moved in close and stayed just a few feet away from the car. At this point they were on the verge of panic when the UFO moved off the road and the sped ahead toward the town of Exeter. Before arriving in town, they had composed themselves somewhat, and once again pulled off to the side of the road and turned off the lights to watch. This was the time then when Officer Hoxie had passed them on the road, turned and headed back to see who was in the car, and why they were parked. As previously mentioned, when Officer Hoxie returned the UFO was again in sight but at a distance, and the three of them watched it until it disappeared over the County Records Building toward the southeast.

During our conversation, one of her children asked to go outside to visit someone and she told them they could not go alone, but to take somebody with them. She was afraid for anyone in her family to be outside at this time. Again, she did not seem to be in the least frightened.

My time was now running out. It was almost 4 o'clock. My wife was waiting for me in Boston, the manager of the radio station in Exeter, Mr. Ronn Allard was waiting for me there, and Mr. Russell Williams, and the lady he mentioned were waiting at the beauty shop in Hampton. Reluctantly, I said good-bye to Mrs. Pierce, gave her my card and asked her to please advise me of any unusual happenings in the near future. She showed me a letter on her desk which was addressed to Mr. John Fuller wherein she described what had occurred the previous night, as he had also asked her to keep him posted. I did not ask her to pose

for a picture for me because I felt she would be embarrassed as women are generally reluctant to have their picture taken with their faces not made up and wearing a bathrobe at 3 in the afternoon. I took a picture of the outside of her home and left, heading back toward Hampton and Russell Williams' shop.

As I entered the shop Mr. Williams introduced me to, of all people, Alice LaRoche, who was in his shop for a beauty treatment. She was a very pretty young lady, in her middle twenties, and hardly needed it. I asked Mrs. LaRoche if she would tell me of the sighting she had made and she described the visual contacts of five or six occasions within the last year. She said that two of them were close-up. Once, on September 22nd at route 85 which was a night Mr. Leo Scharron had made the sighting he had refused to discuss and the same night that Officer Wiggan and the three Exeter policemen plus the four police officers from Hampton had converged on the car with the two women. Obviously, Mrs. LaRoche was one of these women, the other being Lillian Pierce. Her description was of a reddish-orange object which rose from the trees at right, wobbling, with a large bright source of light and red and white flashing lights. She said the object appeared to be slightly off the ground, pancake shaped, rather oval, with a blue light at either end of the long axis of the oval. She said the lights around the edge seemed to come from square shaped windows. The object moved away from them into the distance and then hung there with all lights turning white. This was the point where Officer Wiggan approached and confirmed the sighting of a stationary white light. I would like to note at this time that in all of these accounts unless the object was very close up, distances seemed to be very vague in the minds of the sighting witnesses.

Mrs. LaRoche then contined with the next close up sighting, which again was the one on October 11th, the night before, at 11:45 PM, and she described the object she saw while with Mrs. Pierce. Her description was that of an oval shaped object with lights around the edges, with a blinding white light pointing at them. She estimated the size of the object to be that of a small plane. She noted that something metallic seemed to drop from the underside and just hung there. The lights around the edges again appeared to be coming through slotted windows, and increased and decreased in intensity regularly. When the lights dimmed, the interior of the object appeared to be vaporously misty. She also confirmed that the object was very close and moved forward and back with a change in direction of their automobile. She continued her story which corroborated Mrs. Pierce's story of being along when Officer Hoxie confirmed the sighting.

One of the strangest stories, however, was that of Russell Williams. He had sat quietly listening to Mrs. LaRoche as she told her story. Here was a man who had been a confirmed sceptic; had lived in the area for some time, but had never before seen a UFO. In fact, when I mentioned to Mrs. Pierce that Rus Williams had directed me to her home, she made some remark to the effect that he had been needling her on and off about her UFO adventures, and indicated that he had to some extend held her up to ridicule. During that conversation, I mentioned to her that Russell Williams had just advised me that the

previous night he had seen a UFO, and her comment was, "Good! Now he's a kook like the rest of us". It was obvious that Rus Williams was no longer a sceptic as it seems that on the previous evening at about 11:45 PM he was on Lafayette Road out of North Hampton when he noticed a cluster of red, green and white lights, rather high up and supposed it was a plane. He thought it unusual, however, that it had bright white landing lights turned full on. It was then he realized that if this was a plane something was indeed wrong because it emitted no sound. It crossed back and forth in front of his car and then suddenly shot ahead into the distance with all but the white light disappearing. Suddenly, it turned and shot back along side his car, approximately 100 feet away and about 30 feet up. He described how it paced his car for about 2½ miles, shot overhead once more, then dipped down below the tree line and disappeared. A side view of the object, according to Mr. Williams, appeared as a bright forward ~~right~~ white light with red and green lights, as per a sketch that he drew for me, and appeared something like a boat in shape. He commented, however, that when the object was directly overhead he could see no outline of a body of any sort and got the feeling that these were merely lights at the end of numerous crossed rods.

He then mentioned that I might talk to a Mr. Fred Miller who was a garage owner in Hampton who was called by his wife recently from the washroom when their whole back yard was lighted up by a UFO hovering over a tree behind the house. On the ground, around the tree were five small saucer-shaped objects. Mr. Miller lives next to route 88 but Mr. Williams assured me that after making one statement after the sighting first occurred Mr. Miller has refused to discuss the sighting with anyone.

As I arose to leave I phoned Mr. Allard in Exeter at the radio station and apologized profusely for my inability to see him and then as I got ready to leave the shop Rus asked Mrs. LaRoche if she would take a run around the roads tonight with him to see if they could see anything. She said she would not, but one of the operators who was in the shop, named Pat, agreed to accompany Rus Williams later that night. As I prepared to leave the shop I left a card where I could be reached that night in Boston and later, my office in Chicago, if anything unusual should occur. I thanked these people for their cooperation and headed for route 95 back to Boston and a very irate wife. All the way back to Boston I could not help but think about how all of these pieces had fallen into place. The fact that hey had sightings the night before I arrived and that Mrs. Pierce was again involved in them plus the unlikely meeting that I had with Rus Williams on the road when I stopped and pulled off as he flashed his lights, something I would not ordinarily do. And the thought, that here was the place that if I was ever going to have anopportunity to see a UFO, this might be it. With all these though racing through my mind, I thought I had better transcribe my notes immediately before they became uncipherable. After I told my story to my wife, Theresa, she agreed to write long-hand as I dictated from my notes. I completed this chore about 8:30 and decided to have dinner. As we were eating I could not help but think that here we were about to leave the Boston area and perhaps an unusual opportunity to see something I had been anxious to discover for myself for many, many years. During dessert, I broached the subject to my wife of driving up to Exeter right now to see what we could see. She thought I was out of my mind, but did not object. Somewhere around 10 o'clock we had headed out of

Boston over the Mystic River bridge, the fifty miles to Exeter, New Hampshire. I had no intention of looking up my witnesses. While in the area that night I decided my wife and I would merely drive the roads for about an hour to see if anything occurred. With Theresa at the wheel, we turned off of route 95 onto the 101 Expressway to Exeter, at about 11: P.M. As we got on the Expressway, I asked Theresa to pull off to the side so I could get my camera which was loaded with 160 ASA Superfast film, and my binoculars, out of the trunk. I had the feeling, as I got out of the car, that here was blackness and quiet like I had never quite experienced before. The sky was absolutely clear, and millions of stars hung low above us. I got back into the car and we continued on into the town of Exeter via route 108. We drove through the town at about 11:15, and there was not a soul to be seen anywhere.

We continued out route 88 toward route 1 and on toward Hampton, straining our eyes in every direction for some sighting of anything unusual. We stopped several times along the way and looked around, but saw nothing. The dead silence and the blackness was very eerie. The air was chill, and we were always glad to get back into the car, turn on our lights and start moving. We went through the town of Hampton which was shut down tight, and out of Hampton west on the Exeter road 101C. I decided that as long as we had seen nothing we would drive past Mrs. Lillian Pierce's home, and if there were lights on we would stop and I would ask if there was some particular place she thought I should spend some time looking. As we reached Warner Lane and turned left, we noticed that a car had been following us on 101C and turned left also. I told Theresa to pull past the Pierce home as I did not want to stop in front of the house with a car following. We made a left turn at the next corner and the following car did likewise. I told Theresa to pull off to the side of the road and let the car pass so we could turn around and go back. As we did so, the car pulled along side, the door opened, and in it were Russ Williams at the wheel, Alice LaRoche, William's girl, Pat, and huddled in the back seat a male friend of Russ Williams who I did not meet, and huddled in the corner, no one but Lillian Pierce. I got out of the car and asked them quite flippantly if they were out saucer-hunting. They said that not only had they been hunting, but they had seen the same thing that Russ Williams had described to me earlier that afternoon. Russ said that we had passed him on route 88, and he had flashed his lights, which we had not noticed. He said that he had followed us and had a feeling that we might be coming this way to stop at Mrs. Pierce's home. Mrs. Pierce said she wanted to be dropped off at her house as she had left there upon Russ' insistance, and had left company there with her husband. I asked them where they saw the UFO's, and could they direct us to the area.

Russ was highly excited and prevailed on them all, including Mrs. Pierce, to go back with us for a short time to see if they could spot it and show it to us. We followed them to the darkened area of 101C and 88, "UFO Alley". We pulled off the pavement at approximately 12: A.M., turned off the lights, and got out of the car. I got my camera and binoculars out of the car, and we crossed the road to the edge of a large field, facing north. I turned and noticed the others had gotten out of their car, with the exception of Alice LaRoche and Lillian Pierce, who were still huddled in the back seat. I walked over to the car and asked if they were going to get out. Alice LaRoche said nothing, but Lillian Pierce said she would not

get out, and said she was scared to death, and this time she really looked it. There we stood at the edge of the field. It stretched far out in front of us to the north, and we could see a low line of trees in the distance which appeared to be about a mile or so away. Above the trees there was a whiteish glow in the sky, and Russ Williams pointed out this area and said it was the lights from the Pease Air Force Base. I said to myself at this point, "Brother, if you do see a UFO, try your damndest to remain calm and cool so you can make an accurate description later on. Try not to get caught up in the exeitement of the moment and wind up with a confused story." Theresa was standing next to me and commented through rattling teeth, "I think we're all nuts!" Just then someone yelled, "There it is!" I can remember hollaring, where. Because no matter which way I looked I saw nothing. But then Russ grabbed my arm and pointed out in the distance over the row of trees to the north. I saw a string of blinking lights, stepped slightly up and down, not exactly in a straight line, but red, gren and white, and moving very slowly from left to right. I estimated the distance at about 1½ miles. We heard a low, humming sound, something like a motor running at a constant speed at a distance. I was relatively sure it was a plane taking off, because it moved so very slowly and the fact that I could see red, green and white lights all at the same time, indicated to me that the plane was moving away from us. But it seemed to get no smaller, then suddenly it speeded up, crossing in front of us above the trees. It then came to a stop. My mind was still running behind this phenomena, and I thought to myself, how can I still be seeing red, white and green lights if the side of the plane is exposed to me? These colors would not be visible in this type of airplane movement. The way it was moving, I would see only one white light and one green. Suddenly, the object climbed and dived rapidly, in darting jerks, adding more colored lights which seemed to change the object's size and shape. The additional lights went on and off and then went back to the original coloring, moving slowly to the right end of the field where the lights stopped, reversed direction, and returned to approximately the point where we first saw it rise and disappeared behind the trees. This sighting was repeated almost identically approximately five minutes later. The time was now 12:15 A.M. and after the second sighting Mrs. Pierce insisted on leaving. So, reluctantly the others piled into their car and said good-night, and left.

Here my wife and I were standing in the middle of a dark road in the middle of a chilling mystery in the middle of a very cold and unfriendly looking night. After a few minutes when the object did not return we climbed into the car and continued down 88 for about a quarter of a mile, but that area back there had a magnetic attraction for me. I turned the car around and headed back to the field where our sighting was made. We saw nothing and continued on into Exeter and decided to take 101C back to state road 95 to Boston. We went a mile out of Exeter on 101C and was watching the area where we had previously seen the UFO, and I again saw the same flashing lights rise up from below a line of trees and head east. Just then a clump of trees blotted out the view. I slammed on the brakes, backed

the car up, but by the time I had cleared the trees the object was gone. This time my sighting had lasted for approximately ten seconds.

At this point we returned to route 95 and went back into Boston to our hotel where I immediately sat down and drew a picture of the flight of the colored lights, trying to detail its action throughout the flight as I saw it.

I don't think that any two people see exactly the same things when they are excited and viewing something unusual for the first time. But I feel that the description I have given of the sighting that night of October 12theis true and accurate.

The phone number at the radio station, WKXR in Exeter, New Hampshire is 772-4757. The address of Mr. Ron Allard is 5 Summer Street, Exeter., The owner and general manager of station WKXR. Mrs. Alice LaRoche, 7 Roberts Drive, Hampton,Exeter. Mr. Russell Williams, 352 Lafayette Road, Hampton,Exeter. Mrs. Lillian Pierce of Warner Lane, Hampton, New Hampshire.

Robert Lair

will be back Monday 10/24

TRUE
AUGUST

WHEN FLYING SAUCERS CAME TO NEW HAMPSHIRE:

INCIDENT AT EXETER

A THOROUGH AND UNBIASED REPORTER TAKES A CLOSE LOOK AT UFO'S -- THE BIGGEST MYSTERY OF OUR TIMES--AND REACHES SOME SURPRISING CONCLUSIONS

BY JOHN G. FULLER

■ The book *Incident at Exeter* was no sooner completed than UFO reports began to break out in unprecedented numbers all over the country. After my research in Exeter, New Hampshire, I was, as a former skeptic, now convinced that this would happen, surprised that it had not happened sooner. For the first time, the general press began treating the subject with respect.

I knew that Exeter was only a microcosm, a small sample of a much bigger story that was taking place and was certain to take place with increasing frequency all over the world. Since one reporter cannot hopscotch everywhere to track down an effective story, I decided to concentrate on Exeter because of a well-documented case there involving the police. It could have been any number of other places with similar reports.

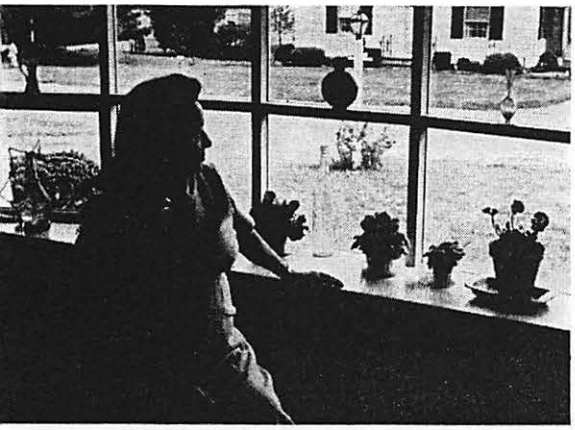
When the now-famous Michigan cases broke in March, 1966, House Republican leader Gerald R. Ford formally requested a congressional investigation and the wire services furnished front-page stories for the nationwide press. But when an Air Force investigation indicated that some of the sightings might be attributed to methane or marsh gas, the press again backtracked and seized on this as a blanket explanation for the UFO phenomenon.

This distortion was deplored by Dr. J. Allen Hynek, head of the Astronomy Department of Northwestern University, who

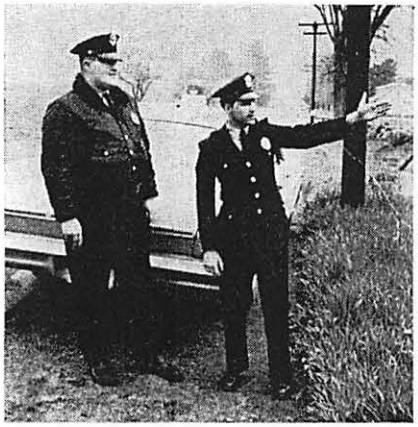
PHOTOGRAPHED FOR TRUE BY ERNEST GAY

STRANGE LOW-FLYING CRAFT BECAME A COMMONPLACE EVENT IN NEW HAMPSHIRE

Exeter, N.H., is a typical, small New England town, inhabited by 7,243 skeptical Yankees.



Mrs. Virginia Hale saw a dome-shaped object hovering over neighbor's house in daylight.



Exeter patrolmen Bertrand, left, and Hunt point out spot where UFO rose.

himself had advanced the marsh gas theory. In a letter to me on March 29, 1966, he wrote: "I am enclosing the actual press release I gave out at Detroit because I wanted you to have the full story. The release was not handled in the papers as released.

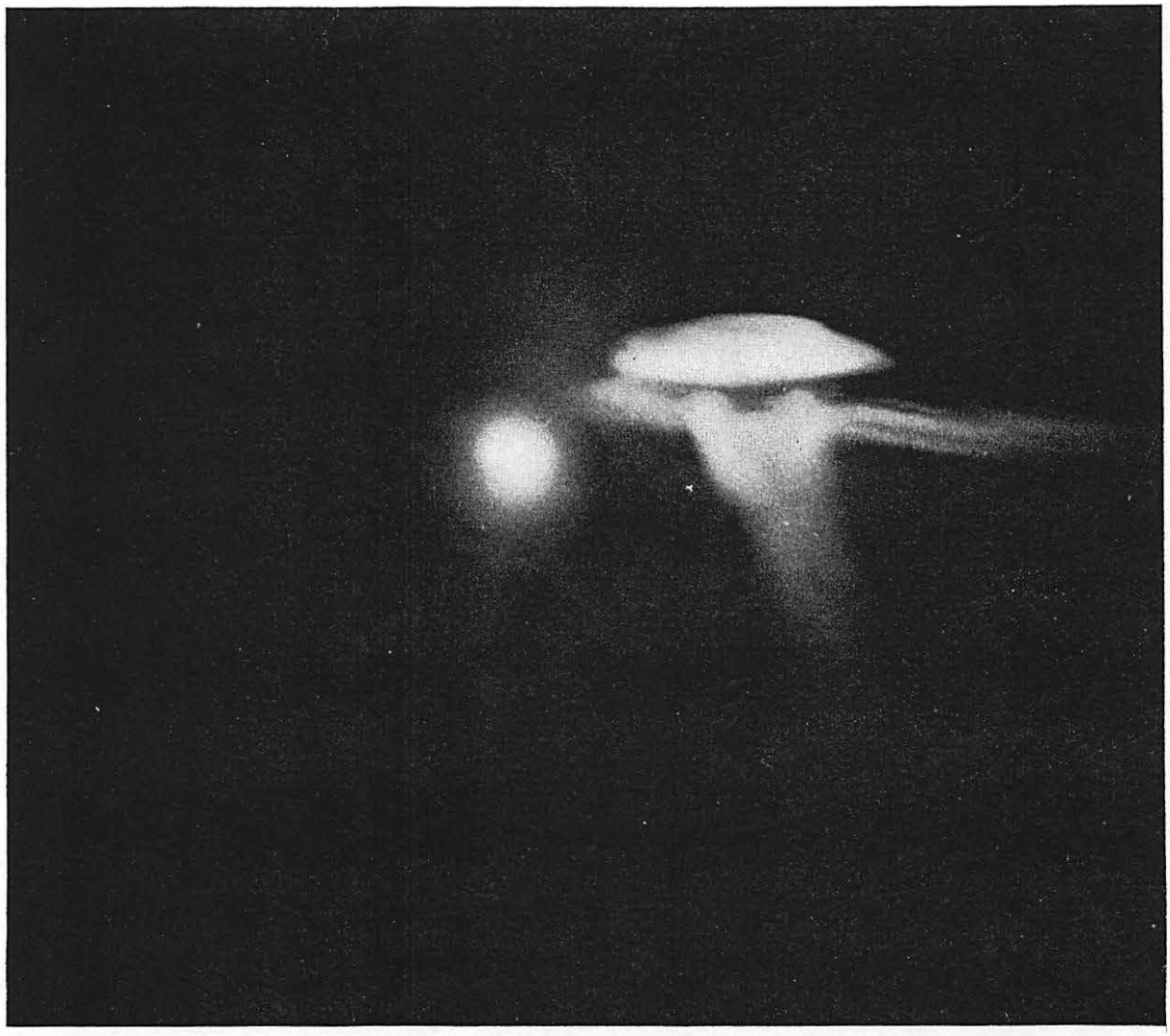
"You will note my insistence that the swamp sightings and their highly-likely explanation does not constitute a blanket explanation for the UFO phenomenon. I'm afraid this point was missed, too."

In the official release so badly distorted by the press, Doctor Hynek states:

"The Air Force has asked me to make a statement of my findings to date. This I am happy to do, provided it is clearly understood that my statement will refer to two principal events as reported to me. . . . It does not cover the hundreds of unexplained reports. . . . I have not investigated those. . . . I have recommended in my capacity as Scientific Consultant [to the Air Force] that competent scientists quietly study such cases when evidence from responsible people appears to warrant such study. There may be much of potential value to science in such events. We know a very great deal more about the physical world in 1966 than we did in 1866, but, by the same token, the people in the year 2066 may regard us as very incomplete in our scientific knowledge. . . ."

The Michigan sightings showed marked similarity to the astounding, repetitive series of UFO cases that were continuing on such a regular basis in the Exeter area. At Ann Arbor, Michigan, at least 40 people, including a dozen policemen, turned in reports of four strange, glowing objects, hovering over a swamp nearby. The craft was described as football-shaped, about as wide in diameter as the length of a car, with a grayish-yellow hue and a pitted surface like a coral rock. (A witness in Exeter who experienced a UFO hovering directly beside her car described the surface as looking like "hammered aluminum.") The object closest to the observer was reported to have a blue light on one end, a white light on the other and a large red light

James Lucci



A Pennsylvania hobbyist accidentally snapped this UFO while making time exposures of the moon.

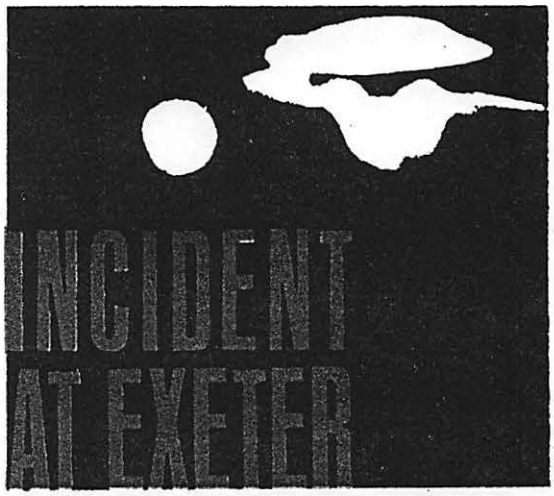
in the center. As in most of the Exeter cases, it was silent as it hovered just a few feet over the swamp. Frederick E. Davids, state police commissioner and also director of civil defense for the state, commented: "I used to discount these reports, too, but now I'm not so sure." Stanley McFadden, a Washtenaw county deputy sheriff, reported that he and deputy David Fitzpatrick watched the object fly over their car about the same time farmer Frank Mannor and his 19-year-old son saw it take off.

At Hillsdale, Michigan, 87 college co-eds took copious notes on an object that hovered over a swamp outside their college dormitory. Joining them was a college dean and a civil defense official who confirmed their stories.

Later, in April of 1966, two deputy sheriffs of Portage County, Ohio, chased an object described as being 40 feet wide and 18 feet high, for some 90 miles, from Atwater, Ohio, all the way to Freedom, Pennsylvania. Police Chief Gerald Buchert, of Mantua, Ohio, confirmed their story. All the observers emphasized they had seen some kind of a vehicle, as opposed to natural phenomenon such as fireballs or St. Elmo's fire.

I became involved with the UFO subject almost by total accident. As a columnist for the *Saturday Review,* I keep a drawer full of interesting press clippings on a wide variety of subjects, especially if they are news stories that are likely to appear briefly in the press and then disappear into limbo.

During the summer of 1965, I came across a clipping in the conservative *New York Times* that reported on the rash of sightings in Oklahoma, Texas and New Mexico during which the teletype network of the Oklahoma State Highway Patrol was jammed for three nights with reports from between 30 and 40 of its officers that varicolored objects were tracked in various parts of the state at both low and high level. The sightings were announced as confirmed on radar screens by Tinker and Carswell Air Force bases and then later denied [*Continued on page* 107]



[*Continued from page* 33]
by the Air Force. I felt that it was incredible that this many police officers could report a phenomenon like this without it being based on fact. I tore out the clipping and waited for a follow-up. Nothing happened; the story disappeared from the pages of all the New York papers.

Facing a deadline for a column, I checked with the National Investigations Committee on Aerial Phenomena in Washington and learned from its Assistant Director Richard Hall that not only were these cases unexplained, but that two sheriffs in Texas had sped away from an enormous object some 250 feet in diameter that came down to road level and hovered a few feet off the ground. At the same time, I learned about the Exeter case, also involving competent police officers, one of whom was an Air Force veteran.

I knew next to nothing about the UFO subject and in fact was extremely wary of it. I knew that a certain element of UFO believers was wildly irresponsible and I was determined to avoid this element in any research I might do on the subject. On the other hand, the prevalence of recent police reports suggested that there must be substance to the story and, if there were, the press was certainly not giving it proper coverage.

As a naive and unbiased observer, I approached the story with extreme caution and resolved that I would follow one rule: To overdocument and understate.

THE UFO'S ARRIVE

At 2:24 a.m. on September 3, 1965, Norman Muscarello, three weeks away from joining the Navy, plunged into the Exeter, New Hampshire, police station in a state of near shock. He was white and shaking. Patrolman Reginald "Scratch" Toland, on duty at the desk, helped him light a cigarette before he calmed down enough to talk.

His story came out in bursts. He had been hitchhiking on Route 150 from Amesbury, Massachusetts, to his home in Exeter, a distance of 12 miles. The traffic was sparse, and he was forced to walk most of the way. By 2 that morning he reached Kensington, a few miles short of his home. Near an open field between two houses, the Thing, as he called it, came out of the sky directly toward him. It was as big as or bigger than a house. It appeared to be 80 to 90 feet in diameter, with brilliant, pulsating red lights around an apparent rim. It wobbled, yawed and floated toward him. It made no noise whatever. When it seemed as if it was going to hit him, he dove down on the shallow shoulder of the road. Then the object appeared to back off slowly and hovered directly over the roof of one of the houses. Finally it backed off far enough for Muscarello to make a run for the house. He pounded on the door, screaming. No one answered.

At that moment, a car came by, moving in the direction of Exeter. He ran to the middle of the road and waved his arms frantically. A middle-aged couple drove him into Exeter and dropped him off at the police station.

The kid had calmed down a little now, although he kept lighting one cigarette after another.

"Look," said Muscarello, "I know you don't believe me. I don't blame you. *But you got to send somebody back out there with me!*"

The kid persisted. Officer Toland, puzzled at first, was impressed by his sincerity. He kicked on the police radio and called in Cruiser #21.

Within five minutes, Patrolman Eugene Bertrand pulled into the station. Bertrand, an Air Force veteran during the Korean War with air-to-air refueling experience on KC-97 tankers, reported an odd coincidence. An hour or so before, cruising near the overpass on Route 101, about two miles out of Exeter, he had come across a car parked on the bypass with a lone woman at the wheel. Trying to keep her composure, she had said that a huge, silent, airborne object had trailed her from the town of Epping, 12 miles away, only a few feet from her car. It had brilliant, flashing red lights. When she had reached the overpass, it suddenly took off at tremendous speed and disappeared among the stars.

"I thought she was a kook," Bertrand told Toland. "So I didn't even bother to radio in."

Toland turned to the kid with a little more interest. "This sound like the thing you saw?"

"Sounds exactly like it," said Muscarello.

It was nearly 3 a.m. when Patrolman Bertrand and Muscarello arrived back at the field along Route 150. The night was clear, moonless and warm. Visibility was unlimited. There was no wind and the stars were brilliant. Bertrand parked his cruiser near Tel. & Tel. Pole #668. He picked up the radio mike to call to Toland that he saw nothing at all, but that the youngster was still so tense about the situation he was going to walk out on the field with him to investigate further. "I'll be out of the cruiser for a few minutes," he said. "so if you don't get an answer on the radio, don't worry about it."

Bertrand and Muscarello walked down the sloping field in the dark, Bertrand probing the trees in the distance with his flashlight. About 100 yards away from the roadside was a corral

where the horses of the Carl Dining farm were kept. When they reached the fence, and still saw nothing, Bertrand tried to reassure the kid, explaining that it must have been a helicopter.

Then, as Bertrand turned his back to the corral to shine his light toward the tree line to the north, the horses at the Dining farm began to kick and whinny and bat at the sides of the barn and fence. Dogs in the nearby houses began howling. Muscarello let out a yell.

"I see it! I see it!" he screamed.

Bertrand reeled and looked toward the trees beyond the corral.

It was rising slowly from behind two tall pines: a brilliant, roundish object, without a sound. It came toward them like a leaf fluttering from a tree, wobbling and yawing as it moved. The entire area was bathed in brilliant red light. The white sides of Carl Dining's pre-Revolutionary saltbox house turned bloodred. The Russell house, a hundred yards away, turned the same color. Bertrand reached for his .38, then thought better of it and shoved it back in its holster. Muscarello froze in his tracks. Bertrand, afraid of infrared rays or radiation, grabbed the youngster and yanked him toward the cruiser.

Back at the Exeter police station, Scratch Toland was nearly blasted out of his chair by Bertrand's radio call. *"My God. I see the damn thing myself!"*

Under the half protection of the cruiser roof, Bertrand and Muscarello watched the object hover. It was about 100 feet above them, about a football field's distance away. It was rocking back and forth on its axis, still absolutely silent. The pulsating red lights seemed to dim from left to right, then from right to left, in a 5-4-3-2-1, then 1-2-3-4-5 pattern, covering about two seconds for each cycle. It was hard to make out a definite shape because of the brilliance of the lights. "Like trying to describe a car with its headlights coming at you," is the way Bertrand puts it.

It hovered there, 100 feet above the field, for several minutes. Still no noise, except for the horses and dogs. Then, slowly, it began to move away, eastward, toward Hampton. Its movement was erratic, defying all conventional aerodynamic patterns. "It darted," says Bertrand. "It could turn on a dime. Then it would slow down."

At that moment Patrolman David Hunt, in Cruiser #20, pulled up by the pole. He had heard the radio conversations between Bertrand and Toland at the desk and had scrambled out to the scene. Bertrand jumped out to join Hunt at the edge of the field.

"I could see that fluttering movement," Hunt says. "It was going from left to right, between the tops of two big trees. I could see those pulsating lights. I could hear those horses kicking out in the barn there. Those dogs were really howling. Then it started moving, slowlike, across the tops of the trees, just above the trees. It was rocking when it did this. A creepy type of look. Airplanes don't do this. After it moved out of sight, toward Hampton, toward the ocean, we waited awhile. A B-47 came over. You could tell the difference. There was no comparison."

Within moments after the object slid over the trees and out of sight of Bertrand, Hunt and Muscarello, Scratch Toland took a call at the desk from an Exeter night operator.

"She was all excited," says Toland. "Some man had just called her, and she traced the call to one of them outside booths in Hampton, and he was so hysterical he could hardly talk straight. He told her that a flying saucer came right at him, but before he could finish he was cut off. I got on the phone and called the Hampton police and they notified the Pease Air Force Base."

The blotter of the Hampton Police Department covers the story tartly:

> Sept. 3, 1965: 3 a.m. Exeter Police Dept. reports unidentified flying object in that area. Units 2, 4 and Pease Air Force alerted. At 3:17 a.m., received a call from Exeter operator and Officer Toland. Advised that a male subject called and asked for police department, further stating that call was in re: a large, unidentified flying object, but call was cut off. Call received from a Hampton pay phone, location unknown.

At 4:30 a.m. that morning, Mrs. Dolores Gazda, 205 F Street, Exeter, and mother of Norman Muscarello from a previous marriage, was in her own words "pretty shook up." Without a phone, she had had no word from her son since early the previous evening. Nervous and wakeful, she watched the police cruiser pull up outside her second-floor flat, where she keeps a spotlessly clean apartment in the face of a restricted budget. She ran to the outside wooden stairs and watched officers Bertrand and Hunt escort her son up.

"You know what a shock this could be to a mother," she says. "And of course I could hardly believe this fantastic story. It wasn't until I talked to the two police officers that I knew what they went through. When he came in with the police, he was white. White as a ghost. I knew he couldn't be putting me on. Thank God the police saw it with him. People might never believe him."

Lt. Warren Cottrell was on the desk at 8 o'clock that morning. He read Bertrand's report, a rough piece of yellow manuscript paper hunt-and-pecked as a supplement to the regular blotter.

Cottrell called the Pease Air Force Base to reconfirm the incident and, by 1 in the afternoon, Maj. David H. Griffin and Lt. Alan Brandt arrived. They went to the scene of the sighting, interviewed Bertrand, Hunt and Muscarello at length, and returned to the base with little comment. They were interested and serious.

By nightfall that evening, a long series of phone calls began coming into the police station, many from people who had distrusted their own senses in previous sightings before the police report.

Nightfall also marked the beginning of a three-week nightly vigil by Muscarello, his mother and several friends. In the short time left before he was to go to the Great Lakes Naval Training Station, he was determined to see it again. He did.

I checked in at the desk of the Exeter Inn on the morning of October 20, 1965, and waited over 10 minutes for a bellhop to take me to my room. Two tape recorders, a Polaroid camera and a suitcase took up most of the space, but the room was cheerful and I would be spending little enough time in it.

I was armed with extensive background material supplied me by Maj. Donald Keyhoe's organization, the National Investigations Committee on Aerial Phenomena (NICAP). Both Richard Hall, assistant director, and Ray Fowler, their Massachusetts fieldman, had been most generous with their time and information about a subject I knew literally nothing about.

I met officers Bertrand and Hunt for lunch that day in the sprawling, tearoomish dining room of the Inn. Only a few hushed patrons were lunching at the time and Hunt's bulk as he came through the door of the dining room dominated the room. He looked twice the size of Bertrand in every dimension. He had a quiet, wry New Hampshire accent and a salty sense of humor.

Bertrand was wearing zylonite glasses, was soft-spoken and serious-looking. Although he appeared slight and scholarly, I recalled that his lieutenant had told me over the phone that he was invariably assigned to the tough cases. Over a porterhouse steak I learned more about what had happened and—I was surprised to learn—was still happening in Exeter following Muscarello's UFO sighting, more than six weeks earlier.

"For quite a stretch there," Hunt said, "three or four phone calls a night would come into the station. Most of them were pretty sensible people and a lot of them came pretty close to the description of the things we saw."

"I think you'll find," Bertrand said, "that a lot of people are really afraid to report seeing these things. I know I was damn glad when Dave pulled up in his cruiser that night, if nothing else than to check me out. Some people might be making mistakes, but I'm convinced a lot of them aren't. When I was in the Air Force, I used to work right on the ramp with the planes. I could tell what kind of plane might be around just by the sound of it. Right after this thing went away on September 3rd, an Air Force jet came over. Dave and I both saw it. It was very clear what it was. No comparison at all between it and the object, in either lighting or configuration or sound, or anything else. And, of course, the B-47 was high and the object was low. Right down over the trees. It was im-

possible to make a mistake in comparing the two. On the way out to the place with Muscarello, I thought the kid for sure had seen a helicopter. But it wasn't. Not by a long shot."

"He's a pretty cool kid, Muscarello," Hunt said. "It would take a lot to shake him up. And he was shaken up, there's no doubt about that."

Hunt went on to say that Muscarello was now at the Great Lakes Naval Training Station, but suggested I could get some details from his mother.

After lunch, Bertrand and Hunt got in my car, a smallish Volvo sedan which sagged a little under Hunt's weight. We drove out Route 108, then turned left on Route 150 southerly toward Kensington and Amesbury. Hunt pointed toward another road slanting up a hill ahead of us.

"Up this road another kid, Ron Smith, saw the thing too."

"When did that happen?" I asked.

"About three weeks after we saw it. Said it passed over his car twice."

"Anybody with him?"

"Yes, his mother and aunt. They were all scared to death when they pulled into the police station."

"What kind of kid is he?" I asked.

"Pretty decent, from what I know," Hunt said. "Works in the grocery store after school, right across from the police station. You might be able to find him this afternoon."

I made a mental note to interview Smith, just as we approached Tel. and Tel. Pole #668. We pulled up near it and got out of the car. Stretched across the field was a heavy wire with a metal sign on it, reading KEEP OUT.

"The owner had to put this wire and sign up right after it happened," Hunt said. "Dozens of cars out here every night for weeks afterward. People dropping beer cans and cigarette butts all over the place. Some of 'em used to wait here all night to see if it was coming back."

We looked out over a wide, sweeping field of some 10 acres, rimmed by tall evergreens. To the left was the tidy neo-Colonial residence of Clyde Russell. To the right, about a hundred yards away, was the rambling, ancient saltbox farm, its timbers tidily restored by Carl Dining, a gentleman farmer who kept several horses and other livestock. Behind the Dining house was a split-rail fence forming a corral, where the horses were romping. The ground sloped down toward the evergreens, and in the far distance we could see the Atlantic shore at Hampton, a half a dozen miles to the east.

I asked Bertrand to reenact the scene in as much detail as possible. He pantomimed the motions in detail, reliving the incident.

"Well, we both got out of the cruiser, walked down the field, down the slope, down to over by that fence there."

He pointed to the split rails of the corral, about 75 yards down the slope. "I was shining my light all around to see if I could spot anything. Especially over toward those woods."

He pointed toward the woods several hundred feet away, in the direction of Hampton.

"When he yelled, 'I see it! I see it!' I turned fast and looked up. He pointed near the trees over there—the big ones. The leaves are off them now, but they weren't then. It was coming up behind them. It hovered, looked like it banked and came forward toward us. He seemed to freeze, and that's when I grabbed him and ran back to the cruiser. We got in the cruiser and I called in saying I was seeing it. Dave came. Dave came, and it was moving down toward the end of the field, across the tops of the trees."

"Just to the right of the big trees," Hunt said. "That's when I saw that fluttering movement. And the pulsating lights."

Bertrand pointed back toward the two big trees. "These trees must have been blocking the light when we first got here," he said. "It was somewhere, but I didn't see it. Then it came up from behind the trees, it's thick there, thick enough to hide it. It came up and it looked like a big red ball when it was still behind the trees."

"About how far above the trees did the thing seem to be?" I asked.

"Well," said Bertrand, "I figure those trees to be about 70 feet high. And it was about 30 feet above them. That's how I figured the altitude of the thing was about 100 feet."

"A little lower," Hunt said, "and it would have looked like it was skimming the trees. And it was rocking over them. An airplane couldn't do this if it tried."

"And here's another interesting thing," Bertrand said. "Right after the thing disappeared toward Hampton, we waited, and that's when we saw the B-47 going over—a conventional jet we see all the time around here. Everybody knows them—and the B-52's and the Coast Guard helicopters. Kids in their knee pants know them here. Grandmothers know them. Anyway, when we got back to the station and Scratch Toland told us about the hysterical man calling from the Hampton phone booth, Dave and I back-timed what happened and figured that the man made this call just about the time the craft had moved from us to Hampton."

"And then I saw it later," Hunt said. "About an hour later, down on the 101 bypass. But it was too far away then, and I didn't make any big fuss about it."

"You couldn't identify it for sure?"

"Not positively," Hunt said. "But I could pretty well say it was the same thing. And it was still over Hampton."

We got back in the car and Bertrand directed me toward Drinkwater Road, and then over Shaw Hill, where Ron Smith and his mother and aunt had reported their sighting several weeks later.

"They were scared, there's no doubt about that. Shaking. Really white. The second time he saw it, Smith said it backed up over his car. Like it went into reverse gear. Said it was round with bright lights over the top of it. On the bottom, some different colored lights. Said it looked like it was spinning, like a top."

Next to the tiny room housing the police desk is a small courtroom to handle those cases requiring immediate attention. It is spotlessly clean, with shiny brown woodwork out of respect for the serious business of the dispensation of justice.

It was in this solemn room that afternoon that I interviewed young Ron Smith. He was a pleasant-looking 17-year-old whom I had found in the grocer's across the street, unpacking a carton of chicken soup. His boss at the store, skeptical of the UFO situation, had let him off for a few minutes, on the assurance that I wouldn't let him take a ride in a flying saucer. "He's too good a worker to lose," he said.

Young Smith was used to this gentle ribbing, he said, ever since he and his mother and aunt were driving that night first on Drinkwater Road, then on Shaw Hill, not more than a half a mile from where Bertrand, Hunt and Muscarello encountered their inexplicable craft. "They can kid me all they want," he said. "I know what I saw. Nobody can tell me I didn't see it. Nobody. That's all there is to it."

Smith, a senior at Exeter High, was planning to go into the Air Force after he graduated. His marks in school were fair to good, averaging around a gentleman's C. His boss at the store, in spite of the ribbings he liked to tender Smith, thought he was a top worker. Mrs. Oliver, at the police desk, knew the boy and described his character as exceptionally good.

Sitting at the attorney's desk in the tiny courtroom, I asked him to describe his experience in as much detail as possible.

"Well," he said, "I was riding around with my mother and aunt. It was a warm night, I guess around 11:30 p.m., and this was just about two or three weeks after the officers here saw this object. All of a sudden, my aunt said, 'Look up at the sky!' I thought she was kidding, but I looked up and then stopped the car. I saw a red light on top and the bottom was white and glowed. It appeared to be spinning. It passed over the car once and when it passed over and got in front, it stopped all of a sudden in midair. Then it went back over the car again."

"Stopped in midair?"

"Stopped in midair, went back over a second time, stopped again. Then it headed over the car a third time and took off. It scared me, it really did. And I started to come back into Exeter to report it to the police. I got partway back—all the way to Front Street—when I came to my senses. I wanted to go back to make *sure* it was there. To take another look to make sure I wasn't seeing things. We did go back. And sure enough, it was in the same spot again. It passed over the car once, and that was the last time I saw it."

"Did it take off fast or slow?" I asked him.

"Well, it didn't rush. It just sort of eased its way along. Then it took off fast."

"How about sound? What kind of sound did it make?"

"It didn't make any real sound. Just sort of a humming noise, like a cat when it purrs. And incidentally, I got up again that morning, about 4 a.m. to see if I could see it again. But I didn't see it."

Shortly after the interview with Ron Smith, I learned that Bob Kimball, a newsreel cameraman and stringer in New England for all three of the major television networks, lived in Exeter and had been very interested in the Muscarello-Bertrand-Hunt incident. I had worked with Kimball before, on several documentary films I had produced, and knew him to be a hardy and pleasantly cynical man, traits which often characterize the newsreel cameraman in any area.

When I saw Kimball, he frankly admitted that he was puzzled and baffled. He had a long-standing habit of spending a great deal of time at the Exeter police station, especially late at night when he found it hard to sleep. Used to the irregular hours his profession demanded, Kimball ws essentially a night person. His habit was to drop by the police desk about midnight, chat with Officer Toland at the desk and follow up on any interesting cases which came in over the radio. Along about 3 in the morning, he would join Rusty Davis, owner of the local taxi company and another one of the night people, and the two would drive over to a bakery in Hampton, in the rear of a small restaurant called Sugar'n Spice, for coffee and hot doughnuts, just out of the oven. This was a ritual for both of them.

"Unfortunately, I wasn't around the night of the Muscarello case. I was sleeping, which is something I don't usually do and don't approve of. I would have given my left arm and an Arriflex camera to have caught a picture of that thing. Gene Bertrand finally did wake me up—about 4:30 a.m., I guess it was—but by the time we got out there, nothing was in sight and I was still half asleep. And Gene was still shaken, which is very unusual for Gene. He's a tough cookie. So is Hunt. They're not the kind to go around making up any story."

I asked him what he made of it all.

"I just don't know," he said. "I can't figure it out and I find it hard to even guess at it. Something was there and something is continuing to happen. That much I'm sure of. Too many people all around the area are reporting this seriously and a lot of them aren't dummies by a long shot. I kept thinking if I could only get a picture, a good picture, a close-up, then we'd have something to work on. I carry a loaded camera in the car with me all the time, but still no luck."

Kimball offered to drive me around the area after midnight and invited me to join him and Rusty, the taxi man, at their nightly ritual at the bakery. He also offered to point out several of the many spots from which reports of UFO sightings had been made both before and after the September 3rd event.

"UFO hunting has become a popular sport. All along Route 88, on the way to Hampton, and 101-C in the same direction. You see cars waiting out there every other night."

The streets of Exeter at midnight are ghostly and quiet. The shops on Water Street, which sprawl along the bank of the Squamscott River, are dim and silent. Across from Batchelder's Bookstore, featuring cards, gifts, stationery, the faint blue fluorescent light POLICE flickers and glows uncertainly from the side of the Town Hall building. Inside, Desk Officer Scratch Toland holds a nightly rein on cruisers #21 and #22, most frequently manned by patrolmen Bertrand and Hunt on the midnight-to-8 a.m. tour of duty.

Scratch Toland, with a round and impish face, is a veteran officer on the force, with a sharp and dour Yankee tongue and a pleasing wit. With his help, I was able to cull the names of over a dozen witnesses to UFO incidents, many more than I had anticipated, from the police blotter. It was my plan to interview as many of these people as I could.

"This is interesting," I told Toland. "I didn't know you had so many leads."

"Lot of people were keeping 'em quiet," Toland said. "Afraid people might think they were nuts. Thing that brought so much attention to the September 3rd sighting was that there were two officers on hand to testify directly."

"Do you think there are many more sightings unreported, not on the blotter?"

"I *know* so," said Toland. "Keep running into people who tell me they saw such-and-such quite a few weeks ago, a few nights ago, or whenever it was. It's getting now so that people aren't even bothering to report them."

It was nearly 2 in the morning when Kimball and Rusty Davis showed up at the station. There was a lot of kidding around and then the nightly pilgrimage for the coffee and doughnuts got under way. We would have a chance to look at some of the favorite places the UFO hunters haunted on the way over to Hampton.

We piled into Kimball's car, a big Chrysler especially equipped for his newsreel and documentary camera work, with a shortwave radio, a mobile telephone, cameras, lights and film stock. It carried a license plate CBS-TV, although he worked for all three networks. "We'll check a couple of these places on the way down," Kimball said as we moved out of the empty streets of Exeter and onto the Hampton road. "But don't expect to see anything. Rusty and I have been looking every night since it happened and we haven't had any luck. There's one spot on Route 101-C where some reports have come in—and another field on Route 88 where a lot of them have. We'll go by there first."

Rusty, in the back seat, mumbled, "As long as we don't forget the doughnuts." A shaggy, congenial man with an enormous appetite, he had heard a lot about UFO's as he taxied the citizens of Exeter and environs around the area.

Route 88, from Exeter to Hampton Falls, is dark, winding and lonely, a fit place for a tired UFO to rest, if indeed UFO's did exist. In spite of the evidence, some of it rather startling, it was hard to overcome the resistance of a skeptical outlook, born of the scientific age. And yet one of the prerequisites of science is to keep an open mind.

For the first time the idea began to grow on me that, in spite of official protestations, the Establishment (in the form of official government, Air Force and scientific agencies) was actually in as weak a position as the protesters or witnesses, if they could be called that. Regardless of official proclamations, the Air Force offered no definite proof of nonexistence (a paradox, of course, but everything in this case was a paradox, an ambivalence, a dichotomy). But neither did the witnesses offer proof. They offered only conviction, sincerity, dedication and resolute resistance to any who would call them false witnesses. What was most distressing to these people was that the Establishment—mainly in the form of the Air Force—was responsible for calling them liars and incompetents with almost unforgivable bluntness. There seemed to be shaping up here a mammoth confrontation between the Air Force and the growing number of reliable observers.

The threat of the UFO was still psychological, however. No instance of any physical harm befalling a human being had been reliably reported in the 20-year history of the phenomenon's most yeasty occurrences. Even those observers who had had close and frightening encounters experienced no physical harm. Interstellar beings who could conquer the forces of nature to the extent of defying gravity (if thousands of observers were telling the truth), harness electromagnetic forces, and defy G forces which the entire NASA space program showed no indication of conquering, should easily be able to do harm at will.

The UFO's had apparently made no attempt to communicate with earth people, unless, of course, they had communicated directly with the scientific elite, who, having reported it to the government, were promptly restrained from releasing it to the general public.

And then of course the question would come up: Could scientists be squelched like this? Wouldn't some intrepid scientist say to hell with politics and everything else, he was going to bring the Truth to the public because he *believed* that truth was more important than both politics and the Establishment combined?

On the other side of the fence, if you presupposed a benign and intelligent group of political leaders, or Air Force generals, who were faced with definite evidence and proof of the fact that UFO's of extraterrestrial origin did exist, wouldn't

they, out of concern for the entire organized structure of society, feel that they must be most cautious in the manner in which this intelligence should be released to the general populace? The Orson Wells "invasion" in the late 30's, a single dramatized radio program, resulted in mass hysteria. Would the same thing— or worse—happen if official government sources announced blandly that we definitely had visitors from another planet? What would a reasonable and prudent man in a position of complete authority—such as the President of the United States—do when confronted with such a decision?

There have been, I learned after I started this research, frequent and continual rumors (and they are *only* rumors) that in a morgue at Wright-Patterson Field, Dayton, Ohio, lie the bodies of a half-dozen or so small humanoid corpses, measuring not more than 4½ feet in height, evidence of one of the few times an extraterrestrial spaceship has allowed itself either to fail or otherwise fall into the clutches of the semicivilized earth people. What would any of us do if we bore the responsibility of releasing this news to the citizenry? If we were the "reasonable and prudent man" our law courts always use as the measuring stick of judgment, we would probably be very circumspect. We might even delay judgment.

As I drove down the twisting, darkened curves of Route 88 in Bob Kimball's newsreel-equipped Chrysler, thoughts like these were going through my mind.

Another ritual assumed by Rusty and Kimball was to deliver a parcel of doughnuts and hot coffee to the police station at Hampton Beach, the resort section of the town, swarming with visitors during the summer, now deserted and boarded up in October. We drove along the ocean, past the shells of the summer hot-dog stands and curio shops, and pulled up in front of the police station, the only light visible in the entire seashore community. It was close to 3 in the morning by now and the only sound was the echo of the breakers on the beach.

Sgt. Joe Farnsworth was on night duty, a gray-haired gentleman who tendered some friendly insults to the regulars for being so late with the coffee.

He recalled the night of the frantic phone call from the man in the unknown phone booth, pulled out the blotter and showed me the record of it.

"There's another story, though," he said, "much more interesting than this one. It's not on the blotter because we turned the whole thing over to the Coast Guard station and they took it from there."

"Tell me about it," I said.

"Well," the sergeant said, "this was about two months ago. That would make it some time in early September or late August. I don't have the names of the two fellows involved, but the Coast Guard does, if they're allowed to give them to you. Anyway, I was cruising up on the boulevard. It was late, about 4 in the morning, I think. This car was parked along the side and I eased up to it to see what was up. There were these two boys in it, I guess they were in their late teens. As soon as they saw me, they came running to the cruiser. And they were scared to death, I mean scared to death. Both of them. And this one boy said, 'You'll never believe what I'm going to tell you!' Right away, the way they were acting, I checked to make sure they were both sober. And they were. No liquor on the breath, nothing like that. They were just plain hysterical. So they told me they were going down the boulevard, and this thing come in from the ocean right over the top of their car, and it stayed still over the car. And they stopped short, they thought it was a plane that was trying to land and they didn't want to get involved underneath it. Then this thing stopped, too, whatever it was. Right in the air. Pretty soon, they got scared and took off—and when they did, this thing did, too. But when they went up the boulevard straight, this thing suddenly came right at them. That's when they pulled over, the thing shot off out of sight, and they were too hysterical to do anything until I pulled up, I guess. So I took them up to the Coast Guard station."

"How far is that?" I asked.

"Couple of miles up the shore from here. Right on the beach. So anyway, the Coast Guard had these guys write out statements about what they saw, and everything. And they had somebody come over from the air base, I don't know who it was, and check on it. And I don't know what they found, but these kids definitely saw something."

"You don't have the names of the kids anywhere?"

"No, I'm afraid I don't. But the Coast Guard does. And the next day, the story was flying around so much I was believing it myself. Especially the way these kids were so hysterical. They couldn't have faked that in a million years."

"Any other cases come your way?" I asked.

"Oh, a couple of weeks ago," the sergeant said. "After the beach closed. About a week or two after Labor Day. We got a report, you might have heard about it, that the thing was over the marsh, back of the police station here. I went out there, but I didn't see anything. Then there's a woman who works at the high school in Exeter. I took her to school one morning, her car had broken down. She saw it. She was going up the expressway toward the Exeter line when she saw it and she said the thing stopped off to one side of her car. She got petrified and stopped the car and couldn't make up her mind what to do. All of a sudden, she said there was a big white flash from the thing, and it was gone." The sergeant paused a minute, and leaned back in his chair. "Now I still don't know what to make about all this," he said. "Do you suppose it's something the government is working on?"

"That's one possibility. All I can say is that it's anybody's guess."

"It seems to me, and I might be wrong," said the sergeant, "that every night we got a report on this, it's been foggy, hazy."

"Most of the time," Kimball said, "in Exeter, it's been clear. So I don't think that holds up."

"That night the kids went up to the Coast Guard station, it was quite foggy. But you know—on a second thought, I don't think it could belong to the government, because the government can't keep its mouth shut that long. They'd be so proud of themselves if they had a vehicle that could do all this, they'd have it on TV the next day."

"Well," said Rusty, "they can't be dangerous. Because they've been around enough that they could have done plenty of damage by now, if they wanted to."

It was almost dawn when I got back to the Exeter Inn. Tired as I was, I found it difficult to get to sleep; everything that had happened during the long day of October 20 ran through my mind.

The possibilities seemed to boil down to one of three things: first, a revolutionary government secret weapon, unannounced and unpublicized. Second, it might be a foreign craft. Russia's perhaps, that was so fast, maneuverable and invincible that it could thumb its nose at our own Air Force, and survey the country at will and without fear of being captured or shot down. Third, it could be an interplanetary craft, coming from a civilization far advanced beyond our own.

These were, it seemed to me, the only speculations possible unless it could be assumed that the sightings were psychic aberrations. From the quality of the official and technical witnesses making low-level observations, such as the one Bertrand and Hunt had reported, mistaken identity could almost surely be ruled out. The Air Force explanations of some of these sightings were actually harder to believe than the sightings themselves. Psychic aberrations? Maybe—but highly unlikely. There was photographic and radar evidence, too. Bertrand had refused point-blank to believe the reports of the lone woman on the 101 bypass, of Muscarello, too, until in the company of both Muscarello and Hunt the thing suddenly loomed above him.

Of the three major speculative possibilities, there seemed to be arguments against any one of them being likely. If it were an experimental aircraft of our own design and making, it would be required to carry conventional running lights simply for air safety, if nothing else, regardless of its secret nature. And the Federal Aviation Agency would prohibit it, secret or not, from zooming straight at automobiles on the highway and forcing people into nervous shock. It would most certainly not be permitted to hover and maneuver in populated areas at night, skimming over housetops and cars. And if it were *that* secret the Air Force would not want it in populated areas anyway. If it were not secret, as Sergeant Farnsworth had said, it would be all over TV along with the astronauts, whose feats would be overshadowed by the power and maneuvers of the UFO's.

If the craft were of foreign origin, why had it not set off vociferous complaints about violation of air space in our country, or any other of the countries which had reported UFO's so frequently? The single U-2, which had flown over Russia at 60,000 feet, had created a major international incident, blasted the hopes of a summit conference and brought before the United Nations a case which still echoes through its halls. Logic would seem to rule out this possibility, also.

If the UFO's were extraterrestrial, why had they not at-

tempted to communicate with us? Certainly a civilization advanced enough to create interplanetary or even interstellar craft should be able to make it plain to us that we had visitors from space for the first time in recorded history. Unless, of course, they had already communicated with authorities who had decided to withhold this intelligence on the theory that the public might panic.

The latter possibility is at once the most logical and still most illogical (again the paradox). It is more logical than the other two only because the other two possibilities (advanced U.S. or foreign man-made craft) are so totally illogical.

The next morning, October 21, I had an appointment with Mrs. Virginia Hale—a UPI stringer and a reporter for the Haverhill, Massachusetts, *Gazette*. She lived in a generous ranch house on a trim residential street in Hampton, not far from the ocean. Mrs. Hale was an experienced observer. She knew every conventional flight pattern of the nearby Portsmouth Air Base, as well as the commercial air lanes reserved for airliners on their way to Boston.

She took me immediately to her kitchen window, set above her spotless stainless-steel sink, and pointed out the portion of the sky in which she first saw the unknown craft. She had kept it in clear view over a five- to 10-minute period. She pointed to a soapish smear on a pane of her window.

"I put my finger in the dishwater the minute I saw this thing in the sky," she told me, "because I wanted to clearly mark the position where it was when it first came into view. The only thing I had handy to do this was the soapy water, and you can still see it there—faintly of course. But it's there."

It was. Enough of a mark to line up a fix on a certain portion of the sky, above the rooftops of her neighbors' homes and out over the Atlantic a short distance. It was from this general portion of the sky, I recalled, that Sergeant Farnsworth had described the craft coming in over the two hysterical young men on the Hampton boulevard that early morning when they had been whisked to the Coast Guard station to make their report.

"I don't know the date I saw this," Mrs. Hale told me, after she had poured a cup of black coffee in the kitchen. "I'd say two to three weeks ago. I was standing right here by the sink, about 25 after 6 in the evening. It was dusk, it wasn't quite dark, and there was still plenty of light. The reason it caught my eye was because it was bright and because it was going slow, very slow. Not at all like the path of the planes as they come over. So I automatically figured something is wrong. Then—it stopped dead over that house—"

She pointed to the roof of her neighbor's house, just out the kitchen window. "It was about three times the height of that chimney," she continued, "and it hovered there. Now you know four minutes is a long time and that's why I hesitate to say that. But I'm pretty sure it was that long. Then I marked the window with the smear from the dishwater, so I could remember where I lined up the spot."

We moved outside, as she reenacted what had happened. "At the moment the object stopped I came out here on the terrace. Now, I would estimate that it was out beyond the Coast Guard station which is right on the shore, just over these houses here. After it started up again, it moved much faster. The B-47's go further east and further north before they cut back. And when this thing cut back toward the southwest, coming directly back and losing altitude fast, coming in really fast, and coming, almost, I swear I thought it was coming right at me. Of course, to be frank, I was hoping it would land. And it cut over this house behind us here, and I knew I would lose sight of it. But also, it was going so fast I thought it was going to crash."

"Could you get a clear look at it at this time?"

"Well, at this point I could see from underneath, too. It was dome-shaped, and underneath, it was flat. Its altitude was now about twice the height of that chimney. By the time it was over here, I could see the bottom and the front of it plainly. And here I got a full view of the bottom and the back and tail, maybe you'd call it a fin. Then I went into the house and looked out the front window."

"You could definitely rule out a plane?"

"Definitely," she said. "If you're around here any time at all, you'll notice the B-47's come by here on their landing pattern, and they go just about directly over this house. Then they head out to sea, to the east, turn slightly west, and come in by Rye and North Hampton. So I am familiar with all that. And, oh, there was one thing I forgot to tell you. Right after I saw this, there was a commercial plane moving on a steady flight pattern and I used that to contrast it with this thing, and to check the altitude and erratic movements of the object. Now what exactly did it look like? I'd say maybe it looked like a golf ball, sliced off more than half, and with another slice taken off where this fin was. As close as I can describe, it was very bright, not like any kind of light I can think of. I know I've seen something like the texture of this light, not a regular electric light. Matter of fact, the Puritron was the first thing I thought of."

"What's a Puritron?"

"It's an ultraviolet light, an air purifier. I have one here and I'll show you. The light was bluish-green, but more green and white than it was blue. It had very definite outlines, and that was what I wasn't quite sure of at first. It did have a little glow around it, but that could easily have been a reflection of what was coming from within."

"Can you tell me what portion the glow was coming from?"

"Well, more or less from around the rim, that's what I noticed when it was going north along the coastline. And it sort of spread up the top part of the dome."

"Was it a bright light? Anything like neon?"

"You're getting close," she said. "When I described it to my daughter—she's 14—she said you mean something that makes heat? But I would say more like one of these modern streetlights that glow so brightly. Except that it seemed more contained. It seemed to have more substance."

"Could you tell if the surface was metallic or not?" Mrs. Hale's description was so articulate, I wanted to get every possible detail.

"I could not say that it was," she said.

"Any portholes?"

"No, nothing like that."

"Jet trail?"

"No."

"Sound?"

"Absolutely none. None at all."

"When it stopped, you say it stopped still?"

"Absolutely."

"Did it wobble at all? Rock?"

"No."

"Absolutely stationary?"

"Yes. That's the thing that struck me. It hovered only in the sense that it remained suspended. I had heard of some of the other reports and they had said that it rocked or wobbled."

"Did it behave aerodynamically like a plane at all?"

"Well, when it came back toward me, it was going too fast for anything that I know. That's for sure. And in the pattern that it was coming, none of the planes around here would use that pattern. Not even the local ones. When it was out in the east, I thought it might have been a reflection from the chute that the B-47's use just before they touch down on the runway."

This, I noted, showed an inclination to check out her own sighting against other possibilities. It helped support the accuracy of the testimony.

"About the shape again. Could you give me any more detail?"

"Well, if you turn a real deep, very deep saucer upside down, you do come close to it, if you break out a corner on it. If I could think of the right type of light I've seen and the right type of plastic to put it inside of, that's the impression I had."

"A glow from within that left a halo effect?"

"That's about it."

"And the size of it? Could you give any estimate of that?"

"It was big."

"If you saw a B-47, which you know so well, going over in a landing pattern, how would it compare?"

"If it were strictly on its landing pattern, I would say that a B-47 would be half as big."

I had gotten a number of leads from Scratch Toland and other policemen in Hampton and Exeter. The next one I followed up was Mrs. Rudy Pearce. Her home is in a miniature Levittown-type development on Warner Lane. It is a split-level

house surrounded by well-kept shrubbery with the usual quota of bicycles on the lawn. I rang the bell and waited a moment until Lillian Pearce, a large, handsome woman with a shock of blonde hair, opened the door and let me in. I was almost stunned by what I found inside. Sitting in a semicircle was a group of a half a dozen or so of the neighbors, waiting for me, and anxious to tell me of their many experiences with UFO's. Also in the room were several teen-agers, mostly of high-school age, who were ready to volunteer their personal stories. I had been expecting a single description from Mrs. Pearce and, instead, I was faced with a neighborhood meeting. It was helpful, of course, because I could compare several stories with the others I had heard. For the first time in the research, I began to get the feeling that UFO incidents were far more widespread, more frequent and more recent than I had suspected.

The room was so crowded that it ws difficult to keep the meeting coherent. Mrs. Pearce dropped the opening bombshell by announcing that she had encountered a low-level UFO only the evening before as she was driving her children and those of a neighbor home from a dance. I quickly scanned the other faces—both the housewives' and the teen-agers'—to see if any disbelief was registered. None was. There were only nods of assent. I was a little numbed by this, but went on with the questioning.

"This was a real odd craft last night, I kid you not," Mrs. Pearce said.

"It was definitely not a plane?" I asked.

"Definitely. It was treetop level and had an enormous span."

"Where was it in relation to your house here?"

"It was up by the next farm," Mrs. Pearce said. "Just as you turn the corner here on Route 101-C."

We were on Warner Lane, just off this road, one of the main highways from Exeter to Hampton.

"About what time?" I asked.

"About 10," Mrs. Pearce said. "These kids here were with me."

I looked around the room at the teen-agers. If there is any proclivity that can be said to be certain, it is that of teen-agers to debate or neutralize any parent who tries to exaggerate in front of them. I was watching carefully for this reaction. "All of you saw this?" I asked the teen-agers.

They replied, almost in concert, that they had.

"It was real wide," said Mrs. Pearce. "It went right over our car. I'm not kidding you. Mrs. Deyo—Doris here—was with us."

I looked in Mrs. Deyo's direction. She nodded in assent.

"How can you be sure it wasn't a plane?" I asked.

"Do planes make no noise?"

"This was silent?"

"This was absolutely silent. This was not a plane. All of us here know planes, day or night."

Mrs. Deyo spoke. "It looked like it had a lot of little, I call them portholes, except they were square. The light coming through them was solid white."

"There were other lights on it, but they were dim," said Mrs. Pearce. "Several colors, red, green, orange. All over. And the surface seemed to be metal. I don't mean that metal can change shape, I mean the lights all around it, they can change the pattern and make it seem to change shape. I say the lights can camouflage it in the air, they definitely can. I believe that 100 percent."

"This thing just dropped down toward the car," Mrs. Deyo said. "It dropped down, and it seemed to take on red lights, and it followed us. My son was in another car near us, and he saw it over our car."

"How close over the car?"

"I mean close," Mrs. Pearce said. "Not more than eight to 10 feet above it. The lights seemed to circulate, rotate around it. Airplane lights don't do this. They flash on and off."

The atmosphere in the room was tense and electric. It was still hard to control the group, to keep everybody from speaking at once.

"Let's go back," I said to Mrs. Pearce, "to your first experience. And the objects you saw closest to you."

"The first experience I had was on July 29th, this past summer. This was before anybody had seen anything around here. That I know of, anyway. And I thought I was losing my head. I was with my daughter here, my 14-year-old, and we first thought it was an accident down the road. With these bright, flashing red lights. It seemed to be right on the road. When we got near it, I could see this wasn't an accident. It was a huge craft, right on a field beside the road. Then it suddenly took off. My daughter won't go out at night alone anymore, since then. I'm not a brilliant brain, but I'm not stupid, either. I can tell you what I saw. I don't care if anybody believes me or not. These things I saw. And nobody's ever going to try to convince me any way different."

Like the others in the room, Mrs. Pearce was passionate in her testimony. It was a little difficult to keep her on the track, but she was a basically intelligent woman, and I encouraged her to go on.

"It's just like I told the colonel at the air base: You show me the craft, I said. He said he couldn't show me the craft, the Air Force had no such thing. I said, Then what is it? He said, It's a UFO. All right, I was told that over the phone, when I called the base after this July incident. I wasn't even going to call them. I told one of my friends that they'll think I'm nuts. According to the officers, none of them have seen these things. When the major and the colonel came down, we looked at what appeared to be a star, except that it was blinking red, green and white. It didn't appear to be a star to the major, but he didn't know what it was. The colonel did see two very puzzling red things in the sky, and he had some very, very poor excuses for it. Very poor, as far as I'm concerned.

"At one point, they thought we might be seeing the strobe lights of the runway. The colonel sent the major and a lieutenant back to the air base to have the strobe lights turned on. This was after Doris and I had gone up to the air base to talk with them. We were all down on Route 88. While we were waiting to see what would happen, we were talking, and a strange object went across the sky, not low, the way the ones which have scared us, but high. I asked him. What do you call that thing there? He said, Well, that's an airplane. I said, Oh is it, well how come it doesn't make any noise? Well, it's too far away, he said. I said, No it isn't, Colonel, and there were about 15 or 20 cars there by the field piled up. He asked me why they were there and I told him. Then I said, What kind of plane is it, are you going to tell me it's a jet? He said, No, it isn't. Well, what is it? I said. Then he sort of, you know, couldn't quite name it. Then he came up with a name, I can't even remember it. I said, I'm sorry, I don't agree with you, Colonel. I didn't. So then another object started over the road, right down on Route 88, right across the road. By the Applecrest Orchard. So the other one starts over, and I said, Okay, what's that? Oh—that's a plane. I said, Oh, you think it is. Okay. So one guy there in the crowd had binoculars, I didn't have any at this time, I went out and bought some later. I asked if he'd let me use them, and he did. The colonel looked through them and his face dropped. It did, I could tell. Now what is *that?* I said. Well, he says, you know there are passenger planes that come into Boston along here. I said, Oh, you mean they stop in the orchard to have apples? I said, That's pretty stupid. I said, I'm sorry, I don't agree with you. No, I mean it, I don't care what I say. Nobody's going to tell me I can't see something. So, anyway, one woman was standing in the background, she said, I'll tell you something, I've seen those things and they're *not* airplanes. She said, There's no noise to them. She said, I never saw a plane look like that. I believe that woman down there, she said, meaning me."

I had to admit that I was spellbound by Mrs. Pearce's vivid recollection of the scene. She continued.

"Now he's a colonel in the Air Force, he should have much more intelligence than that. So, anyway, finally he decided he had to leave. I said, Oh, Colonel, what about the strobe lights? You were trying to tell us that we were having hallucinations or seeing reflections from the air-base runway. By this time, the major had returned and admitted that the lights had been turned on and off on a regular pattern, and we had seen nothing unusual at all while they were doing this."

Mrs. Pearce took a deep breath. "All I can say is that if they're from another planet, the Air Force being the way it is, I hope they're friendly people."

I had come up to Exeter expecting to explore a single incident. Now it seemed to have developed into a constant, steady flow, not just from the group on Warner Lane, but in scattered places throughout the area.

My talk with the Pearce neighbors and the teen-agers continued for over an hour. Reports on Route 88 and on 101-C near some high-power transmission lines were the most frequent, but some of them had seen the unknown objects along Drinkwater Road and near the sighting by the Exeter police officers. I kept questioning their capacity to distinguish what-

ever objects they saw from ordinary planes, military or commercial. They insisted that regular planes continually passed over, day and night, and that the objects they were reporting had nothing to do with them.

"How would you feel," Mrs. Pearce said, "if you had a daughter who wouldn't go out the door at night because of these things?"

I figured that mass hysteria here could not be discounted, that it had to be seriously considered as part of this cluster of sightings. Meanwhile, I was going to reserve judgment. When Mrs. Pearce and Mrs. Deyo asked me if I wanted to look over the locations they had described, later on in the evening, I said that I would. I had to admit I felt a little odd; this would be the first time I had ever gone UFO hunting, and I made a mental note to ask Bob Kimball to come along. If by the remotest chance we did see anything, I would want to have a solid man like Kimball around, who, in addition to being a newsreel cameraman, was a fully licensed pilot, familiar with all types of running lights on airplanes. He agreed to join us.

That night we covered two or three locations on Route 88 that both Mrs. Pearce and Mrs. Deyo described as places where they had seen the objects. When we reached the field where the colonel and the major had been confronted by Mrs. Pearce's wrath, we got out of the car to see if any strobe lights were visible from the runway of the air base, over 10 miles away, and to study the landing- and running-light patterns of planes which might be over the area. Both Kimball and I wanted to do this to examine with Mrs. Pearce and Mrs. Deyo the possibility of mistaken identity of planes.

Over a 15-minute period, we saw the running lights of four planes which, Kimball pointed out, would be making a landing pattern for the air base. Both Mrs. Pearce and Mrs. Deyo immediately recognized them as running lights on planes and didn't, as I had half expected, attempt to convert them into UFO's. This was a strong point in their favor, and helpful in making a better assessment of the amazing testimony given me that afternoon.

The night was dark, moonless, with a very high overcast. No stars were visible, of course, so that the winking running lights of the planes stood out clearly against the gray void above.

Just as we were getting ready to get back in the car, Kimball noticed the running lights of a smaller plane, moving at a considerably faster speed than the lumbering B-47's and B-52's.

"That boy is really moving," Kimball said. "If he's anywhere near the landing pattern of the field, he's breaking speed limits at that altitude."

The plane was coming toward us, moving southeast at a rapid clip. Its running lights were plainly visible in conventional aircraft pattern. It took perhaps 20 seconds for it to get almost abeam of us and the roar of its jet engine could now be heard. Its altitude seemed to be about 6,000 to 8,000 feet, according to Kimball. We were both watching it rather intently because its pattern was entirely different from the other planes we had observed.

Just before it drew abeam of our position, Kimball nudged me. "What the hell is that?" he said.

I looked and saw a reddish-orange disk, about one-fifth the size of a full moon. It was about three or four plane lengths in front of the jet, which appeared to be a fighter. The plane was moving as if in hot pursuit. The disk was perfectly round, dull orange more than red. It was luminous, glowing, incandescent. The plane was not closing the distance between it and the object. We followed both the plane and the object for 18 or 20 seconds until they disappeared below the southeasterly horizon.

If Mrs. Pearce or Mrs. Deyo were saying anything, I didn't hear them because Kimball and I kept up a running commentary with each other on what we were seeing as the plane moved from abeam of us until it went over the horizon.

"Check me," Kimball was saying. "What exactly do you see?"

"An orange disk," I told him. "Immediately in front of the running lights of an apparent jet fighter."

"A little to the port of it, too, wouldn't you say?" Kimball asked.

"Maybe. Not much to port."

"Do you see any running lights on the disk?" he said.

"No. Nothing but the orange glow."

"Right," said Kimball.

In almost precisely the time in which we carried on this conversation, both the plane and the object had disappeared. The whole thing happened so fast that I'm not sure how I reacted. I said to Kimball, "Well, that sure as hell is the most interesting thing I've seen."

Mrs. Pearce, however, seemed to shrug it off. "That was nothing," she said. "Wait until you see one close up."

The next day, still checking out leads, I visited the town of Fremont, a dozen miles from Exeter. I found my target, Bessie's Lunch, in a lonely wooded clearing not far out of the village. It was a rustic diner, homespun and friendly in atmosphere, with barely enough room behind the long row of stools to stand. A tall, angular Yankee behind the counter turned out to be Mr. Healey, husband of Bessie, in whose honor the diner was named.

Mr. Healey was friendly, but reserved. I ordered a cup of black coffee, and finally confessed that I was on the track of UFO reports, and perhaps he could help me.

"Understand you got several reports down here about them. Is that right?" I asked. "Several" turned out to be a low estimate.

"Ran into one couple here," Mr. Healey told me, "who saw it pretty close. Right along the power lines down here. They all seem to describe it pretty much the same, that's what gets me. No matter what place they see them in. If the people were making it up, I don't think they'd come in with the same descriptions. This couple come in from South Hampton or Hampton, I don't know which one it was. I've known the father ever since I was a kid, and I know he wouldn't lie about it. And his was the same description as all the others has given—dozens of 'em. And we have so many that come from different parts dropping by here. We had a woman in here who come all the way from Epping. She claims she saw it, and she described it the same way: a round flying object with bright lights, and then it's got this orange and red light. And she says it flies along that way—no noise, not one of them. They all say close to the same thing, that's what gets me." Another customer, Jim Burleigh, had also heard a good many reports.

We were interrupted when Bessie, a plain and honest-looking woman, came in with her daughter, a smiling girl in her twenties. I lost no time in questioning her daughter, who mentioned her own sighting first. It had happened as she was standing in her backyard in Fremont.

"The first one I saw," Bessie said, "went right down in back of the trees. It was white and then it turned red. Dark red. But first it looked greenish-like. And then there was a plane that seemed to be trying to circle it. And I was with my other daughter, we both saw that. She has seen it more times than that, too. We saw it two nights in a row, the same time of night. Early evening. I went out on Tuesday night—just last Tuesday, out at the clothesline, and I said, Gee, am I seeing things? It was really close. That night it was round, just as big, and you could see these silver things coming down from it. So I went in and called my neighbor, and I said, Come out on the field, quick. But her husband yells, We can see it better from the attic, and he called down he could see it real good. Then it went down behind the trees, and came up again. It's just like the one we saw the other night. It went right down the power line. That's what it always seems to do—hover over the power lines."

Bessie could not be called an expert witness, but there was no question that she recalled the incident vividly and genuinely. And here again the power lines were indicated, miles away from Exeter.

Jim Burleigh finished his coffee and agreed to take me to the Jalbert family, a few hundred yards down the road. It was a small house by the side of the road, not more than 40 or 50 feet from the poles of the high-tension power lines which crossed the road at that point. The lines, part of the Northeast Grid, interlock communities with electrical power, and permit different utility companies to exchange power when a peak demand requires "borrowing" electricity from another community. Some transmission lines are mounted on huge, gaunt steel towers; others use oversize lighting poles, as was the case here. When they are constructed, a wide ribbon of clearing is made extending dozens of feet on each side of the lines, in order to keep the

wires free of any entanglements with foliage or tree branches. This creates, in effect, wide highways or swaths of clearing which sweep across the country.

Before we went into the Jalbert house, I examined the power lines carefully. The swath must have been over a hundred feet wide, and you could look down it in either direction for several miles. Overhead, some 10 or 12 heavy wires were suspended, sweeping along the open swath until they disappeared in the distance.

Mrs. Jerline Jalbert, a pleasant and unassuming widow, had made a modest home for her boys, Joseph, Jr., 16; Jerle, 14; Kent, 12; and a smiling four-year-old. They were bright kids, standing high in their classes at school, innately friendly and curious. The entire family often stood watching by the power lines at dusk. Mrs. Jalbert told me what she had seen the previous week.

"It was a funny-looking shape," she said. "Very hard to describe. This was Tuesday night. About quarter of 7 when I saw it. We had just been outdoors and we happened to look and we saw this bright-red thing in the sky there. It was really close, because you could see something hanging down from it that night. I don't know what it was. When I had gone in the house to call a neighbor, it had moved across the field by then. Then it slowly disappeared out of sight."

"Can you recall the shape a little more clearly?"

"Well, it was big and it was round. Like a glowing light. You'd think it was just like the moon rising out of the sky, but of course it wasn't that. It was the size of the moon, or bigger, though, when I first saw it."

"What was your reaction?"

"It doesn't scare me any. I'd just like to know what it is."

"How about the way it moves?"

"Well, it does both. First it goes fast and then it goes slow. Slows right down. Then it seems to go up and down. It's the darndest thing."

"Now this thing that was hanging down. What was it like?"

"It was silverish. Several things. And you could see them, because it was glowing in that part of it."

"How long were you able to watch it?"

"A good half hour," Mrs. Jalbert said. "And you see, this is only one time. We see it regularly along here. Always seems to be somewhere near the power lines. It often comes around 7 o'clock, and by quarter of 8 it's gone. Monday night we saw it—" She turned to Jim Burleigh. "Was it Sunday I called you up about it? Anyway, it goes way up in the sky finally, and it gets smaller and smaller as it goes up, and gets more orange. And a lot of times, this airplane comes out and chases it."

I turned my attention to Joseph Jalbert, the 16-year-old.

"When we saw it the first time," he said, "it was even with the power line. Right beside it."

"That low?" I asked. I was fascinated because for the second time in as many days I had run into a cluster of people who reported seeing the objects regularly. These people had no connection with Mrs. Pearce's group and were not even aware of the others' existence.

"All of a sudden," Mrs. Jalbert added, "it'll disappear. Then, just as sudden, it'll come back. Then little red lights will sometimes come on top of it, and one on the bottom. Off and on."

"Now you say it seems to stay pretty close to these power lines?"

"Yup," said Mrs. Jalbert. "It seems to stay over these lines most of the time it's been down through here. It's always over those wires."

That evening Kimball joined me and we went to see Fremont's Chief of Police Bolduc and his numerous family who lived in a rambling old farmhouse. Kimball and I were admitted by the chief into the sprawling country kitchen, where an assortment of children and adults were in varied stages of finishing up dinner. Mrs. Phyllis Bolduc, plump and cheerful in spite of the confusion, was as cordial as her husband.

At the head of the large kitchen table was Meredith Bolduc, the 22-year-old daughter-in-law of the chief. Jesse Bolduc, married to Meredith, leaned back against the wall in a wooden chair underneath a rack packed with hunting guns, while children and grandchildren of assorted ages made occasional excursions in and out of the room off the kitchen which housed the television set. The scene created the impression of a Yankee version of a Bruegel painting of friendly family confusion.

I told the group that the chief had suggested earlier in the day that they might be able to give me some information on Unidentified Flying Objects.

Meredith, an attractive young housewife with short black hair, spoke first. "Go no further," she said. "I tell you that the experience I had is enough to make your hair curl."

"Tell me about it," I said, slinging the battery recorder off my shoulder and turning it on.

"Oh, dear," she said. "Am I going down in history?"

"Doesn't make you nervous, does it?"

"Not really. Maybe a little."

"Just relax and forget about it."

"It's these men of mine here who really make me nervous," she said, referring to her father-in-law and husband. "But anyway, I know exactly what I saw and I'm going to tell you about it, no matter how much they kid me. Actually, they know better."

"You're darn right they do," said Mrs. Bolduc. "They know this is no joke."

"Anyway," Meredith Bolduc continued, "this thing was coming up the power lines toward the road, this was going from Fremont toward Kingston, at the power lines right down near the town line. It was coming and it didn't stop. I just kept on going on to Kingston, to my folks. And when you see one of these things, you don't forget them. This was last week, just a few days ago. But I saw it much closer two weeks ago Wednesday, that would make it—that would make it October sixth. This is the closest it ever came to me."

"Where were you at the time?" I asked.

"On the Raymond road. Driving."

"Did you stop?"

"No. I didn't know whether to goose the car or turn around and go home."

"It was close?"

"Yes. Came right down toward the car."

"What was your reaction?"

"Scared! Scared to *death*. In fact, a couple of minutes after that, I saw a light shining over my shoulder and I turned around and jumped a foot—but it was only the moon!

"This was the only night I was really afraid of it," she continued. "The other nights it was fascinating, it was way off in the distance. What good is it going to do to reach for a gun or to goose your car and make it go faster?"

"About how high up was it when you saw it that close?"

"I'd say a couple of treetops high. You just had to look up a little, right in front of the windshield, and there it was."

"Could you make out any detail?"

"Well, it was bright, and white, with sort of fluorescent red around the rim. Like a big light bulb, the way the white part of it shone. It might have been more whitish-yellow, the main part of the thing was."

"What about the shape?"

"It wasn't flat, but it wasn't round either. Not oval like an egg, but it was oval—not quite as oval as an egg. You could tell it wasn't round, but it wasn't square and it wasn't flat. It was a funny shape."

"Where was the red?" I asked. I was continuing to ask the same question more than once, as a double check on accuracy.

"On the outside of it. Around the rim. And I'll tell you this much—I don't particularly care about seeing it that close anymore."

The men chuckled. Meredith reacted quickly.

"By God, you guys laugh!" she said. "But wait until you see it up close! And I'll also say this: I absolutely refuse to drive alone at night anymore."

Kimball and I were silent on the first part of the drive back to Exeter. Finally I spoke.

"*Now* what do you think?" I asked.

Kimball just shook his head.

"I certainly never expected to run into so many reports, two days in a row," said Kimball.

"All these things that keep repeating themselves," I said.

"Like where do the cars always seem to congregate?"

"By the power lines," said Kimball. "Both Fremont and Exeter."

"How many people have had the damn things come right at their cars?"

"Let's see," said Kimball. He was driving slowly because the fog was still rather thick. "There's the woman that Bertrand reported on the 101 bypass. There's Mrs. Pearce, down on the Exeter-Hampton line. There's the two young fellows the Hampton police took to the Coast Guard station. Muscarello, he wasn't in a car, but he had to dive down on the road to get away from it. Actually, it came right at Bertrand, too, wouldn't you say? When he was out on the field with the kid?"

"Well," I said, "he started to pull his gun on it."

"That's close enough," said Kimball.

Before leaving Exeter, I made a point of visiting Norman Muscarello's mother. She is Muscarello's mother from a previous marriage and her name now is Mrs. Dolores Gazda. She lived in a modest but spotless apartment on Front Street in Exeter, about a mile out from the center of town. An outdoor wooden stairway with a small landing on the top led to the door, and she sat me at the kitchen table for a cup of coffee. She was young-looking and trim, barely old enough, I thought, to have an 18-year-old son.

"Do you want me to tell you something interesting?" she said as she poured the coffee. "When this whole thing started, I told my son I really couldn't believe him. He had been out all night, and he came walking into the house at about 4 in the morning. I was really concerned and very upset. You see, he'd sold his car because he was going into the Navy in a few weeks, so he hitchhiked all the way to Amesbury to see this friend, and that's how the whole thing started. Well, of course, I could hardly believe this fantastic story, but when the two police officers told me what they went through, I knew that all *three* of them couldn't be pulling my leg.

"Now my son says it was as big as a house, and that's about the description of it when some friends of mine saw it over the hospital. And then one night I went down with these friends on Route 88. I hadn't had any luck on several nights when I went with Norman. But this night, we weren't there more than 10 minutes when all of a sudden this thing, you couldn't see what it was shaped like, came out from behind some trees, like if it was just parked and rose. Now I describe it as being beautiful. It went right along the top of the trees, oh, several hundred yards away. It was hard to tell the distance. It was huge, it looked awful big even from that far away. What it looked like to me, there were lights on the bottom going around it like pinwheels. Red ones. And it was very bright and it was beautiful. Since then, I've seen it right over the house here. And the other night, the whole neighborhood was shook up. I could see it right here from the landing. And I went and told all the neighbors and they all saw it with me. It was very low, and spinning like always, with these red lights. So a few minutes later, an airplane came over and made a circle around it. And darned if that thing didn't just turn around and take off like a bullet."

It was nearly 2 in the afternoon on October 23 when I checked out of the Inn and began driving toward my home in Connecticut. I had to admit my head was spinning. For nearly four days I had been talking to everyday people who were discussing in infinite detail what might become the most important news story in history. But why hadn't it broken? What was holding it back?

I had talked with and interviewed, either singly or in groups, nearly 60 people. I had nearly 20 hours of tape recordings.

Driving along the broad, straight superhighway toward Boston, I tried to summarize in my own mind just what specific conclusions could be drawn from these long and involved days in and around Exeter. What had I been able to gather that was irrefutable evidence?

First, it was uncontestably true that Unidentified Flying Objects had been reported and verified in many cases by more than one reputable person at regular intervals over a wide area of southern New Hampshire.

Second, it was uncontestably true that the reports were coming in very frequently.

Third, it was uncontestably true that many reports indicated the objects sighted over, near and along high-power electrical transmission lines, although sightings were not confined to such locations.

Fourth, it was uncontestably true—to Kimball and me, at least—that we had seen an object that could not be identified as any known aircraft in existence.

Fifth, it was uncontestably true that some people were in actual shock or hysteria as a result of extremely low-level encounters with these objects.

The tape recorder was beside me in the front seat of the car as I circumvented Boston on Route 128 and continued along the Massachusetts Turnpike. I picked up the microphone and began dictating a memo to my agent and editors in an attempt to give them a brief picture of the progress of the research to date. I indicated that I could not understand why some kind of major newsbreak should not be forthcoming on this subject in the light of the material I had gathered.

"I say this after several days of intensive research in Exeter, in which I interviewed nearly 60 people and tape-recorded hours of testimony," the memo began. Then it continued:

The people who have given this testimony have been checked out as far as character and reliability are concerned. For the most part I would say that their judgment and capabilities range from average to better than average.

The testimony adds up to this:

There is overwhelming evidence that UFO's or "flying saucers" do exist.

They seem to exist in uncountable numbers.

They move at incredible speeds and in aerodynamically impossible patterns.

They are reported, checked and verified almost continuously.

They hover for considerable time, often at less than treetop level.

At low altitude, they sometimes assume a domelike shape with an inner red or white glow. A pattern of red pulsating lights is frequently observed. In others a red whirling pattern is reported around the edge.

They are usually absolutely silent, although in some cases a high-frequency hum is heard.

They move almost directly overhead of cars and people, at times causing fright and panic.

At least four women, living in widely separate areas, are afraid to go out alone at night and they refuse to do so.

At least four people report extremely large objects, 60 to 80 feet in diameter, rising up silently from behind trees.

The low altitude movement has been reported to consist of a yawing, kitelike motion, wobbling in the air and moving slowly back and forth, sometimes with a fluttering pattern, like a leaf.

At times, it is reported to throw a brilliant red light glow which paints the side of white houses a brilliant red. It can light up a wide area on the ground around it.

At high altitudes, in some cases, it seems to assume a shape of a small disk, in the relationship of a pinhead (star) to a tennis ball (UFO).

Reliable, but off-the-record information from the Pease Air Force Base in Portsmouth indicates frequent radar blips and fighters are *constantly* scrambled to pursue these objects. This information is not official, but it comes from a reliable source.

The objects are often reported in the vicinity of high-power transmission lines: Some of these locations have been crowded with cars many nights, with group sightings sometimes reported.

No one has ever been harmed physically by any of these objects, although psychological trauma has been evident.

The area covered by the research extends from Hampton, New Hampshire, on the coast some 20 miles west to Derry, New Hampshire, near Manchester.

In most interviews, I was able to determine the reasonable capacity of the respondent to differentiate between a helicopter, balloon, jet, prop plane, planets or stars. Some sightings have been described in daylight.

On October 27, I drove from Pittsburgh north some 30 miles to Beaver, Pennsylvania, in a rented car to investigate a dramatic UFO photograph NICAP had sent me. The *Beaver*

County Times, an extremely able newspaper covering a large population in the Pittsburgh area, had covered the picture and story in depth, I had learned, and I planned to talk to their reporter first before interviewing the youthful photographer directly.

One especially interesting thing had shown up in the picture: under the upside-down luminous dinner-plate shape was a whirling halus, a misty cloud extending beneath it like a ghostly tail of a kite, which had not been visible to the naked eye but which had shown up on the photographic negative clearly. Since film will pick up some invisible infrared and utraviolet light, this might provide a clue to the power source of the objects.

I found Tom Schley, a reporter for the *Beaver County Times* who had covered the story, at his desk in the large, modern building of the paper.

He had plunged into the subject cold, and was as mystified as I. He was convinced that the 17-year-old James Lucci, who had taken the picture, was sound and able, an amateur photographer who often took pictures of the stars and moon as part of his hobby. His father was a professional photographer for the Air National Guard, and both the family and the boy were highly regarded in the community. At the time of the observation and the taking of the picture, James Lucci was with his brother. A third witness, Michael Grove, saw the UFO from his home across the road. James was making time exposures of the moon in the driveway of his home in Brighton Township, Beaver County, at about 11:30 p.m. A round, thick object, glowing brighter than the moon, came into the field of the camera from over a high, steep hill behind his house. Realizing the camera must have caught it. James closed the shutter quickly, wound the film down for another shot. Before he could get a third shot, the object climbed rapidly out of sight.

The entire Lucci family was afraid, as many other people were, of ridicule and publicity, but friends persuaded James to bring the picture to the *Beaver County Times,* where three photographers superimposed negatives and made other tests which showed the UFO had slowly moved closer, left to right, as described by the witnesses. After a full evaluation, they labeled the photograph genuine. The boy's character was vouched for by the chief of police, Brighton Township, the high school principal, and Beaver County police.

With reporter Schley's help, I was able to catch two of the photographers on the newspaper who had made the examination of the Lucci negatives, Harry Frye and Birdie Shunk. We joined them in the cafeteria.

"How do you go about checking out the negatives?" I asked.

"The only way," said Frye, "is to make completely sure that there's no double exposure involved, or anything like that. If the negative is faked by a double exposure you have overlapping images. Now I studied the negatives for considerable time and I don't think they could possibly have been double-exposed. Everybody else in the department agreed on this."

"It wasn't a lens-reflection freak in the development, either," Shunk added. "We examined the negatives thoroughly for that possibility.

"After we all had studied them, we couldn't help but come to the conclusion that the image was a definite picture. There was no other way it could have been done."

"How did you go about matching up the two negatives?" I asked.

"Well," said Frye, "we put the two negatives, two separate exposures, we put them together and lined up the trees, the horizon line, the moon, and other things that were in both negatives. And you could see where the object had moved across the film. From my judgment, the object had moved from a position closer to the camera to a position a little farther away and across."

"And that would have been difficult to fake?"

"It would be, yes," said Shunk. "I would be difficult to fake it in another way—to put something up there and photograph it, and still get the things that are seen in the background. Just about impossible. I'd say. You also noticed that tail of mist coming down from the object."

"That wasn't seen by the naked eye," I said. "What sort of thing does a film pick up that the eye doesn't? Infrared? Ultraviolet?"

"Ultraviolet will appear on a film and not to the eye," said Frye. "It would tend to produce a white image."

"Then is there a possibility that these rays coming down from the object could be ultraviolet?"

"Well," said Frye, "this is something I couldn't answer. It could be, and it could be also something else. There is a lot of light outside of the visible spectrum that you can photograph."

"How about infrared?" I asked.

"That will also photograph on a plate to a certain extent, especially with certain film."

"We discussed ways that the picture could have been faked," said Shunk, "and we couldn't come up with a logical way you could do it."

"In other words," said Frye, "if somebody asked us to go out and duplicate this picture, we would find it impossible."

I thanked Schley and the photographers for their information and then left to see James Lucci and his brother John to reenact the way the photograph was taken, and to see what other information I could pick up in their neighborhood.

James Lucci was quiet, soft-spoken and shy. His brother John was 20, three years older. He was a student at Geneva College nearby. Both were articulate and friendly. The Lucci house nestled at the bottom of a steep hill, so typical of western Pennsylvania. I got both boys to take me to the exact spot where their camera had been set. It was in the gravel driveway, directly beside the house, and we stood there, looking up at an angle toward the hill. The trees stood out sharply in silhouette against the sky, the same tree line which had showed up in the pictures.

I asked James Lucci to point out the exact spot where the object was when the picture was taken.

He pointed to the high ridge, at about a 45-degree angle from where we were standing.

I looked up, following the direction of his finger, and caught my breath.

For immediately below the part of the sky he indicated were the sweeping wires of a high-power transmission line, extending from a tower on top of the ridge and stringing across the valley to the next hill. It was Exeter all over again, this time with a striking photograph to go with it.

I returned to Exeter on October 31. On the following morning, I followed up half-a-dozen leads by phone; they were interesting mainly because they indicated the high frequency of sightings in the area.

At noon, I stopped by the power plant on Drinkwater Road in Exeter and spoke to a couple of the engineers for the Exeter and Hampton Electric Company. They had heard many stories about UFO's but had not been aware that so many people were reporting them above or near power lines. They were intrigued with the idea, though, and planned to investigate it. They said that high-voltage power lines do create an electromagnetic field, and that if the objects had any kind of affinity for electromagnetic fields, the power lines would be an obvious attraction. There had been no unusual voltage losses reported on the meters, but, they added, it would be possible for an object to enter an electromagnetic field without affecting the voltage.

In midafternoon, I went to Officer Bertrand's house to get his reaction to a story the Pentagon had released to the local papers about his and Officer Hunt's sighting. It was such a garbled distortion of facts that I could not understand how the Pentagon could release it. Later, an officer at the Pease Air Force Base told me he was "shocked at the Pentagon's stupidity."

With a Washington, D.C., dateline of October 27, 1965, the news story read:

> The Pentagon believes that, after intensive investigation, it has come up with a natural explanation of the UFO sightings in Exeter, New Hampshire, on September 3.
>
> A spokesman said the several reports stemmed from "multiple objects in the area," by which they mean a high-altitude Strategic Air Command exercise out of Westover, Mass., was going on at the time in the area.
>
> A second important factor was what is called a "weather inversion" wherein a layer of cold air is trapped between warm layers.
>
> The Pentagon spokesman said this natural phenomenon causes stars and planets to dance and twinkle.
>
> The spokesman said, "We believe what the people saw that night was stars and planets in unusual formations."

I was confident that no one, including the Air Force, had in-

vestigated this sighting in greater detail than I had. What's more, the release was a direct slam at both Bertrand and Hunt and their capacity to distinguish between "stars and planets" and an enormous, silent craft which had brought Bertrand almost to the point of pulling his gun. I had spent part of two nights patrolling with Bertrand and Hunt, and had come to respect them and their jobs. For the Pentagon to ascribe their sighting to either "high-altitude exercises" or "stars and planets in unusual formations" was patently absurd. If anything, it could only lead eventually to the embarrassment of the Pentagon.

Bertrand was very calm about it. "If they want to turn out ridiculous statements like that," he said, "that's their business. I know what I saw. They don't. And of course I can't accept what they say there. I know for sure it had nothing to do with the weather. I know for sure this was a *craft,* and it was not any plane in existence. I know for sure it was not more than a hundred feet off the ground. I'm not saying it's something from outer space. I'm saying I don't know what it was, and from this newspaper story they've released, I know damn well they don't either. I know it didn't have any wings, and I know it wasn't a helicopter. Or no balloon, or anything of that sort. It's absolutely stupid of them to release something like that."

A rather extensive random survey in the Exeter area brought many more stories to light. Most impressive were the off-the-record accounts by the military:

—A Coastguardsman from New Hampshire told me that although his station would never release any official information, he was on watch one night when an enormous reddish-orange disk moved slowly up the beach, not more than 15 feet above it. He confessed that he was so shocked by the sight that he went into the radio shack and closed the door.

—From an Air Force pilot I learned that pilots had been ordered to shoot at any UFO they came across in an effort to bring them down. But he said that they were apparently invulnerable and that they were capable of outmaneuvering any aircraft the Air Force had. He said that he simply ignored the orders to fire on such objects, since he felt personally it would be better not to alienate them.

—A military radar operator reported that a UFO came directly toward the base, was clocked both visually and on the radarscope. It seemed as if it were brazenly going to land at the base. But instead of landing, it hovered over the base. The officer of the day was notified, and he put a telescope on the object. As he watched, it suddenly accelerated to a speed of over 800 miles an hour, as clocked on the radarscope. It disappeared within a minute.

—A brilliant orange object landed directly off the edge of one of the runways at the Pease Air Force Base, illuminating a wide area where many of the Air Force officers and their families lived, according to a member of a high-ranking officer's family. Some wives reported that the light was so bright that they thought it was morning; one actually started to get dressed until she realized it was still in the middle of the night. Phone calls swamped the switchboard at the air base, and eventually the base was cut off by the commander from outside communication. The fire unit of the base was dispatched to the end of the runway as the object took off and disappeared at an unclocked speed.

—I was given several more reports about the constant scrambling of jet fighters after the strange object when radar sightings had been made in concert with visual sightings.

—Constant radar reports were being made at the Portsmouth Navy Base. In one instance, an object hovered over a water tower at the base before taking off at incredibly fast speed. It was checked both visually and by radar.

—One highly qualified officer at the Pease Air Force Base told me that he had been skeptical about UFO's before he had been assigned to the command at Portsmouth. He was no longer skeptical at all. At least 15 pilots at the base felt the same way.

—Two additional officers of the air base told me that they were shocked and dismayed by the Pentagon report issued about the Bertrand and Hunt case in Exeter. They said it was so unbelievable in the light of what local authorities knew, that it could make the Pentagon a laughingstock. They said in no uncertain terms that the report was severely damaging to the Air Force.

Although none of the personnel supplying this information can be identified, for their own protection, these reports are no less real than any of the other information I put directly on the tapes. In fact, in view of the position of these people, the stories reinforced the thesis that UFO's not only existed, but were beyond the capacity of the military to deal with them. This impotence, of course, might be the underlying reason why the government was carrying out its ostrichlike program of nonrecognition. The public has a naive and childlike faith in the military, and anything admittedly beyond its control might shatter this faith forever.

I was not able to talk to Norman Muscarello until several weeks later, when he came back to Exeter on leave from the Navy. But the interview with him was strangely anticlimatic. The recorded tapes of Officer Bertrand, Officer Hunt, his mother, Officer Toland and others so surrounded the incident in detail that Muscarello's story was simply a total but necessary confirmation of everything which had happened on that predawn morning of September 3. It coincided almost exactly with the description given by officers Bertrand and Hunt. He demonstrated how he had dropped down on the shoulder of the road to keep away from the object when it came toward him. The interview with him completed the cycle of the original incident at Exeter, which had set into motion such a long and arduous period of research.

On Monday, November 8, I was in Exeter with two companions, an editor and a photographer from a national magazine. We were there to recheck some of my earlier interviews. We covered Mrs. Hale, Mrs. Gazda, the entire community in the area of the Pearce home, the police, Ron Smith, Bessie's Lunch, the Jalbert place by the power lines in Fremont and Chief Bolduc and his family in the same neighborhood. In reviewing their sightings with them, it was interesting to note that the descriptions remained basically the same as when they had given them to me a few weeks previously.

At the Bolduc house, Jesse Bolduc had joined the ranks of the observers since the time I had first talked to him. He confessed that he no longer laughed at his wife, and admitted that he had to eat his own words.

At the Jalbert home, the entire family reported continued sightings, and both Joseph Jalbert and his mother recounted a most interesting observation which had happened since I had first met them.

Joseph had recently noticed a reddish, cigar-shaped object in the sky, high over the power lines. It hovered there motionless for several minutes—exactly how many he did not know because he was so absorbed with watching it. After a considerable length of time, a reddish-orange disk emerged apparently from inside the object, and began a slow, erratic descent down toward the power lines. As it reached a point within a quarter mile of them, it leveled off, then moved over the wires until it reached a point several hundred feet away. It then descended slowly until it was only a few feet above the lines. Then a silvery, pipelike object came down from the base of the disk and actually touched the lines, remaining there for a minute or so.

The protrusion then slowly retracted into the body of the object, and it took off at considerable speed—exactly how fast. Joseph could not estimate—and then rejoined the reddish-cigar-shaped object and disappeared inside it.

Joseph's mother had not seen this but had observed a similar occurrence some 20 miles away, near Manchester. The only difference in their descriptions was that the protrusion extending down from the object she observed was reddish rather than silver colored. Joseph was very reluctant to bring this sighting up. His younger brother had prodded him into telling about it, and when we asked him why he was so hesitant, he told us that the whole thing looked too scary and he didn't like to talk about it. "It's the first time I've ever seen one of these things touch anything," he said, "and it happened so near to me that I really tried to put it out of my mind."

By Tuesday, November 9, I was ready to close out the research and begin the long job of trying to correlate all the tapes and notes. Several more reports of sightings were brought to our attention that morning, but most proved to be repetitive,

and I could see no reason for extensive interviews. I met my companions back at the motor inn in Hampton for dinner. It was a cold, sparkling clear night, with a brilliant hunter's moon, and the huge fireplace in the dining room was a welcome sight. We met at about 5:30, and as I was leaving my room, I noticed that the electric lights flickered, faltered for a few seconds, and then came on brightly again. I thought nothing of it, went on into the dining room. My friends were waiting for me in a booth. We ordered Martinis and prepared to relax.

As the waitress brought the drinks, she had a broad smile on her face. She had been helpful in the past in supplying the names of people she had heard about who had sighted objects, and was interested in the story as it developed.

"I suppose this is all your fault," she said, putting the Martinis down on the table.

"What is all our fault?" I asked.

"You mean you haven't heard about it?" she said.

"Heard about what?"

"The blackout. The power failure. All over the east."

"You're kidding," I said. The lights in Hampton were blazing brightly. I did recall, though, the flicker as I had left my room.

"It just came in over the radio in the kitchen," she said. "New York, Albany, Boston, Providence, all of Massachusetts, are absolutely black. Not a light burning. This is no joke, I mean it."

This seemed so incredible that we hardly took it seriously. I got up,went back to the room, and turned on the television set.

I was startled to see the news staff of NBC-TV broadcasting in faint candlelight. The picture was fuzzy and barely discernible. The commentary, of course, confirmed all that the waitress had told us, and more. I still found it hard to believe. And, of course, the first thing which crossed my mind was the long series of UFO sightings involving the power lines, such as Joseph Jalbert's report the evening before. I forgot completely about dinner.

I quickly started pouring through the 203 pages of transcript of the tape recordings. The words "power lines" or "transmission lines" appeared on an alarming number of pages. I began making a notation in the margin of the transcripts wherever a reference like this was made. There were 73 mentions in various locations by various people. These included either the actual use of the words or references to locations near where the power lines ran.

I sat glued to the television set, waiting for some word as to the cause of the unprecedented failure. The news commentators were as confused as everybody else. No one seemed to have any idea of the cause and never in history had there been a power blackout of such extent. I tried to phone my home in Connecticut and was told by the operator that the only calls she could put through were those that were a matter of life or death.

The Portsmouth-Exeter area, we learned, was one of the few pockets of light in the entire Northeast. I found small comfort in that, because I thought of the millions of people in the large cities who must certainly be trapped in cold, dark subways or jammed, stuffy elevators.

I waited in vain throughout the evening and early morning hours for more news but no announcement came which gave even a clue to the mystery. I ran through the transcripts again, still noting the phrases and descriptions referring to the power lines. Suddenly, the major emphasis of the entire UFO research —the power lines—was now becoming the focal point of a new mystery—no less mysterious than the UFO phenomenon I had been dealing with for weeks.

The blackout caused by the failure of the Northeast Power Grid created one of the biggest mysteries in the history of modern civilization. Eighty thousand square miles and 36,000,000 people—one-fifth of the nation's population—were suddenly plunged into inexplicable darkness.

There was a curious lack of physical damage: The utility companies looked for something to repair, but there was nothing. Only a few generators were out of action as a result of the power failure, not a cause. What's more, the utilities were able to restore service with the exact same equipment that was in use at the time of the blackout. What happened that night was not only far from normal; it was mystifying.

If there had been a mechanical flaw, a fire, a breakdown, a short circuit, a toppling transmission tower, the cause would have been quickly and easily detected. Mechanically, however, the system as a whole was in perfect repair before and after the failure.

At 10 p.m., it was announced that the crux of the difficulty lay at a remote-controlled substation on the Power Authority's transmission lines at Clay, New York, a town 10 miles north of Syracuse. The high-tension 345,000-volt power lines stretching over Clay are part of the authority's "superhighway" of power distribution, running into Niagara Falls, east to Utica and south to New York City.

Niagara Mohawk repairmen who drove out to Clay found the substation in apparently perfect order. There were no signs of mechanical failure, fire or destruction. Another report sent FBI investigators and state police to the desolate Montezuma Marshes outside of Syracuse, but they found nothing out of order there.

Something else happened outside Syracuse, however, which was noted briefly in the press, and then immediately dropped without follow-up comment. Weldon Ross, a private pilot and instructor, was approaching Hancock Field at Syracuse for a landing. It was at almost the exact moment of the blackout. As he looked below him, just over the power lines near the Clay substation, a huge red ball of brilliant intensity appeared. It was about 100 feet in diameter, Ross told the *New York Journal-American*. He calculated that the fireball was at the point where the New York Power Authority's two 345,000-volt power lines at the Clay substation pass over the New York Central's tracks between Lake Oneida and Hancock Field. With Ross was a student pilot who verified the statement. At precisely the same moment, Robert C. Walsh, deputy commissioner for the Federal Aviation Agency in the Syracuse area, reported that he saw the same phenomenon just a few miles south of Hancock Field. A total of five persons reported the sighting. Although the Federal Power Commission immediately said they would investigate, no further word has been given publicly since.

Pilot Ross's sighting took place at 5:15 p.m., at the moment when the blackout occurred in the Syracuse area. At 5:25 p.m., a schoolteacher in Holliston, Massachusetts, watched through binoculars with her husband an intense white object in the sky moving slowly toward the horizon. At the same time, David Hague, a 17-year-old from Holliston reported an identical object, moving toward the southwest.

In New York City, simultaneously with the blackout, two women declared in two separate statements that they sighted unusual objects in the sky.

In spite of the lengthy report issued by the FCC, the Great Blackout has still not been adequately explained. Ostensibly, backup Relay #Q-29 at the Sir Adam Beck generating station Queenston, Ontario, was eventually pinpointed as the source of the massive failure. But further investigation, hardly noted in the press, showed that nothing in the relay was broken when it was removed for inspection. In fact, it went back into operation normally when power was restored. The line it was protecting was totally undamaged. "Why did everything go berserk?" *Life* Magazine asks in an article about the blackout. "Tests on the wayward sensing device have thus far been to no avail." A later statement by Arthur J. Harris, a supervising engineer of the Ontario Hydroelectric Commission, indicated that the cause was still a mystery. "Although the blackout has been traced to the tripping of a circuit breaker at the Sir Adam Beck No. 2 plant, it is practically impossible to pinpoint the initial cause." As late as January 4, 1966, *The New York Times* in a follow-up story indicated a series of questions regarding the prevention of future blackouts. The new item says: "These questions more or less are related to the cause, ***still not fully understood,*** of last November's blackout." The italics are ours.

The Great Northeast Blackout was a mystery, but not any more puzzling than what followed on its heels. On November 16, a series of power blackouts hit many parts of Britain. Dozens of sections of London were darkened, and telephone operators in Folkestone, on the south coast, worked by candlelight.

On November 26, NICAP was advised that power failures in St. Paul, Minnesota, were reported by the Northern States Power Company simultaneous with the appearance of objects overhead giving off blue and white flashes just off Highway 61.

Fifteen minutes later, just north of the original sighting, a resident on Hogt Avenue reported a "blue-glowing" UFO as all house lights and appliances in the area went dead. A motorist also reported that his car lights and radio went out.

The power company announced that it was unable to determine the cause of that blackout.

By December 2, sections of two states and Mexico were plunged into darkness after a widespread power failure in the Southwest. Juarez, Mexico, was hit, as well as El Paso, Texas, and Las Cruces and Alamogordo, New Mexico. Authorities were unable to explain the cause of the trouble.

A few days later, on December 4, portions of east Texas were knocked out electrically, with 40,000 houses losing power. It was the third major blackout since the Northeast Grid failed.

By December 26, the mystery was growing deeper. The entire city of Buenos Aires, and towns as far as 50 miles away, were plunged into darkness by a power failure, with hundreds trapped in subways beneath Buenos Aires' streets. The cause was thought to be a single generator.

On the same date, four major cities of south and central Finland were hit by a loss of electrical power attributed to a single insulator.

One news story on January 13, 1966, is particularly interesting because it received little attention in the press aside from the Portsmouth, New Hampshire, *Herald* of that date, even though it was an AP release, with an Andover, Maine, dateline:

> The Telstar communications satellite tracing station was blacked out by a power failure which hit a 75-mile area in western Franklin County.
>
> Electrical power failed at 4:30 p.m. Wednesday and was restored at 11:20 p.m.
>
> A spokesman for the Central Maine Power Co. blamed the failure on "an apparent equipment failure which somehow corrected itself."

Noteworthy are two things: 1) The power failure involved a space satellite, and 2) in this age of science and engineering, the equipment "somehow corrected itself." Coupled with the stories of the numerous other blackouts, it is strange indeed that the engineers could not figure out how it went out—and how the failure was remedied.

On the following day, an AP story datelined Augusta, Maine, stated that Chairman Frederick N. Allen of the Public Utility Commission indicated that there was no negligence by the two power companies involved. The Central Maine Power Company said that the blackout was caused by the failure of a big transformer in its Rumford substation.

CMP Vice-President Harold F. Schnurle went on to say that it had not been determined why the transformer failed or why it restored itself to service nearly seven hours later.

The relationship of the Unidentified Flying Objects to the power failures is entirely circumstantial, of course. Both UFO's and the Great Blackout still remain unsolved. But stranger yet is the incapacity of modern science to come up with any kind of real answer to either question. More baffling still is the attitude of the large bulk of the scientific fraternity in presumably laughing off a phenomenon testified to by hundreds of technicians, other scientists, airline pilots, military personnel, local and state police and articulate and reliable citizens.

In the third week in November, a month after the Pentagon explanation, officers Bertrand and Hunt jointly received an undated letter from Wright-Patterson Air Force Base, and signed by Major Hector Quantanilla, Chief of the Project Blue Book. It read:

> Mr. Eugene Bertrand, Jr.
> Mr. David R. Hunt
> *Exeter Police Department*
> *Exeter, New Hampshire*
> Gentlemen:
>
> The sighting of various unidentified objects by you and Mr. Norman Muscarello was investigated by officials from Pease Air Force Base, New Hampshire, and their report has been forwarded to our office at Wright-Patterson Air Force Base. This sighting at Exeter, New Hampshire, on the night of 2 September has been given considerable publicity through various news releases and in magazine articles similar to that from the "Saturday Review" of 2 October, 1965. A portion of this article is attached for your information. This information was released by the National Investigations Committee on Aerial Phenomena, a private organization which has no connection with the government. As a result of these articles, the Air Force has received inquiry as to the cause of this report.
>
> Our investigation and evaluation of the sighting indicates a possible association with an 8th Air Force Operation, "Big Blast." In addition to aircraft from this operation, there were five B-47 type aircraft flying in the area during this period. Before a final evaluation of your sighting can be made, it is essential for us to know if either of you witnessed any aircraft in the area during this time period either independently or in connection with the objects observed. Since there were many aircraft in the area, at that time, and there were no reports of unidentified objects from personnel engaged in this air operation, we might then assume that the objects observed between midnight and 2 a.m. might be associated with this military air operation. If, however, these aircraft were noted by either of you, then this would tend to eliminate this air operation as a plausible explanation for the objects observed.
>
> Sincerely,
> HECTOR QUINTANILLA, JR., *Major, USAF*
> *Chief, Project Blue Book*
> 1 atch.
> Article "Saturday Review"

Curiously, the letter was not only undated, but the large brown envelope in which it was mailed bore no postmark.

The letter referred to the sighting as September 2, when of course it took place on September 3. It also indicated that the high-altitude exercises were conducted from midnight until 2 a.m., while the police officers encountered the close-range object at approximately 3 a.m. But most ironical was the indication that the case was still in process of "final evaluation," while the Pentagon had already released its own "final evaluation" over a month before the letter arrived.

Officers Bertrand and Hunt replied to the Air Force with this letter on December 2, 1965:

> HECTOR QUINTANILLA, JR., *Major, USAF*
> *Chief, Project Blue Book*
> *Wright Patterson AFB*
> *Dayton, Ohio*
> Dear Sir:
>
> We were very glad to get your letter during the third week in November, because as you might imagine we have been the subject of considerable ridicule since the Pentagon released its "final evaluation" of our sighting of September 3, 1965. In other words, both Ptl. Hunt and myself saw this object at close range, checked it out with each other, confirmed and reconfirmed the fact that this was not any kind of conventional aircraft, that it was at an altitude of not more than a couple of hundred feet, and went to considerable trouble to confirm that the weather was clear, there was no wind, no chance of weather inversion, and that what we were seeing was no illusion or military or civilian craft. We entered this in a complete official police report as a supplement to the blotter of the morning of September 3 (not September 2, as your letter indicates). Since our job depends on accuracy and an ability to tell the difference between fact and fiction, we were naturally disturbed by the Pentagon report which attributed the sighting to "multiple high altitude objects" in the area and "weather inversion." What is a little difficult to understand is the fact that your letter (undated) arrived considerably after the Pentagon release. Since your letter says that you are still in the process of making final evaluation, it seems that there is an inconsistency here. Ordinarily, this wouldn't be too important except for the fact that in a situation like this we are naturally very reluctant to be considered irresponsible in our official report to the police station.
>
> Since one of us (Ptl. Bertrand) was in the Air Force for four years engaged in refueling operations with all kinds of military aircraft, it was impossible to mistake what we saw for any kind of military operation, regardless of altitude. It was also definitely not a helicopter or balloon. Immediately after the object disappeared, we did see what probably was a B-47 at high altitude, but it bore no relation at all to the object we saw.
>
> Another fact is that the time of our observation was nearly an hour after 2 a.m., which would eliminate the 8th Air Force operation Big Blast, since as you say this took place between midnight and 2 a.m. Norman Muscarello, who first reported this object before we went to the site, saw it somewhere in the

vicinity of 2 a.m., but nearly an hour had passed before he got into the police station, and we went out to the location with him.

We would both appreciate it very much if you would help us eliminate the possible conclusion that some people have made in that we might have a) made up the story, or b) were incompetent observers. Anything you could do along this line would be very much appreciated, and I'm sure you can understand the position we're in.

We appreciate the problems the Air Force must have with a lot of irresponsible reports on this subject, and don't want to cause you any unnecessary trouble. On the other hand, we think you probably understand our position.

Thanks very much for your interest.

Sincerely,
PTL. EUGENE BERTRAND
PTL. DAVID HUNT

Nearly a full month went by, but the officers received no reply whatever from Wright-Patterson. Finally, on December 28, the officers wrote again:

HECTOR QUINTANILLA, JR., *Major, USAF*
Wright Patterson AFB
Dayton, Ohio
Dear Sir:

Since we have not heard from you since our letter to you of December 2, we are writing this to request some kind of answer, since we are still upset about what happened after the Pentagon released its news saying that we have just seen stars or planets, or high altitude air exercises.

As we mentioned in our letter to you, it could not have been the operation "Big Blast" you mention, since the time of our sighting was nearly an hour after that exercise, and it may not even have been the same date, since you refer to our sighting as September 2. Our sighting was on September 3. In addition, as we mentioned, we are both familiar with all the B-47's and B-52's and helicopters and jet fighters which are going over this place all the time. On top of that Ptl. Bertrand had four years of refueling experience in the Air Force, and knows regular aircraft of all kinds. It is important to remember that this craft we saw was not more than 100 feet in the air, and it was absolutely silent, with no rush of air from jets or chopper blades whatever, and it did not have any wings or tail. It lit up the entire field, and two nearby houses turned completely red. It stopped, hovered and turned on a dime.

What bothers us most is that many people are thinking that we were either lying or not intelligent enough to tell the difference between what we saw and something ordinary. Three other people saw this same thing on September 3, and two of them appeared to be in shock from it. This was absolutely not a case of mistaken identity.

We both feel that it's very important for our jobs and our reputations to get some kind of letter from you to say that the story put out by the Pentagon was not true; it could not possibly be, because we were the people who saw this; not the Pentagon.

Can you please let us hear from you as soon as possible.

Sincerely,
PTL. EUGENE BERTRAND
PTL. DAVID HUNT

In the official Air Force files at Wright-Patterson field is other information on the case:

—In his signed statement to the Air Force investigators, Patrolman Bertrand said: "At one time [the lights] came so close, I fell on the ground and started to draw my gun." He also noted that the lights were always in line at about a 60-degree angle, and when the object moved, the lower lights were always forward of the others.

—In the official Air Force report of the investigation by the Administrative Services Officer of the Pease Air Force Base to Wright-Patterson, dated September 15, 1965, the following information was included: *Identifying Information on Observers* (1) Civilian. Norman Muscarello, Age, 18. 205½ Front Street, Exeter, N. H. Unemployed (will join Navy on 18 Sept. '65) Appears to be reliable. (2) Civilian. Eugene F. Bertrand, Jr. Age, 30. Exeter Police Department. Patrolman. Reliable. (3) Civilian. David R. Hunt. Age, 28. Exeter Police Department. Patrolman. Reliable.

—In the same official report, a statement by Major David H. Griffin, Base Disaster Control Officer, Command pilot. *"At this time have been unable to arrive at a probable cause of this sighting. The three observers seem to be stable, reliable persons, especially the two patrolmen.* I viewed the area of the sighting and found nothing in the area that could be the probable cause. Pease AFB had 5 B-47 aircraft flying in the area during this period *but do not believe they had any connection with the sighting."* (Our italics)

The difference between this report of the actual investigating officer at Pease AFB, and the one officially released by the Pentagon to the local press on October 27, is marked and startling.

When I left Exeter, the sightings were still continuing, seemingly without letup. In the early months of 1966, while Hunt and Bertrand were still waiting to hear from the Pentagon, as many as two or three reports a week were being received by police in the vicinity of the town, one of which induced a dyed-in-the-wool skeptic to run to the police station with a full account of a UFO viewed by at least seven people.

On February 9, 1966, the Pentagon finally wrote a letter of apology to Patrolmen Bertrand and Hunt:

DEPARTMENT OF THE AIR FORCE
Washington

Office of the Secretary FEBRUARY 9, 1966

Gentlemen:

Based on additional information you submitted to our UFO investigation office at Wright-Patterson Air Force Base, Ohio; we have been unable to identify the object you observed on September 3, 1966. . . .

In 19 years of investigating over 10,000 reports of unidentified flying objects, the evidence has proved almost conclusively that reported aerial phenomena have been objects either created or set aloft by man, generated by atmospheric conditions, or caused by celestial bodies or the residue of meteoric activity.

Thank you for reporting your observation to the Air Force and for your subsequent cooperation regarding the report. I regret any inconvenience you may have suffered as a result.

Sincerely,
/s/ JOHN P. SPAULDING
Lt. Col., USAF
Chief, Civil Branch
Community Relations Division
Office of Information.

MR. EUGENE BERTRAND, JR.
MR. DAVID R. HUNT
Exeter Police Department
Exeter, New Hampshire.

The most logical, but still unprovable, explanation is that the Unidentified Flying Objects are interplanetary spaceships under intelligent control. NICAP and others have been supporting this hypothesis for years. Its credibility, however, has suffered by the support of the crackpot fringe. In spite of this, the hypothesis remains stronger than any other theory advanced.

The biggest remaining question is the apparent attitude of government and scientific authorities who have shown no indication of setting up a full-scale project either to prove or disprove the existence of UFO's. Or if they have, the ostensible paternalistic protection of the public is not consistent with democratic principles. The reaction of those who have experienced close encounters with UFO's in the Exeter area has been one of shock, followed by intense curiosity rather than sustained panic. An unprepared public is far more likely to panic than an informed one. Truth isn't likely to remain hidden forever.

In the light of recent developments, the situation has reached a point where it appears to be the duty and responsibility of the government either to reveal what it knows, or to order a scientific investigation on a major scale and report the findings immediately to the public at large. —John G. Fuller

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ISSUE #26 SPT/OCT. 1990

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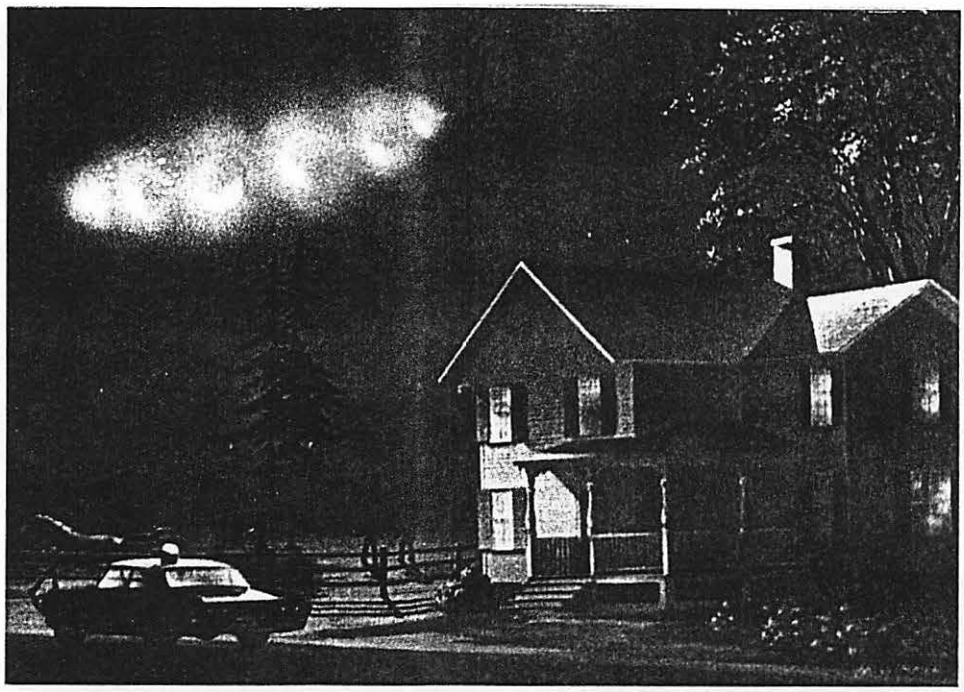
The Thing At Exeter.

"It was silent. No hum. Nothing. Just moving through the air silently. And the light, so bright it lighted up the whole field."



The New England Aerial Phenomena Report

EXETER REVISITED!

This past Sept. 3rd, 1990, marked the 25th anniversary of the UFO Incident at Exeter. The New Hampshire case was made prominent in the annals of UFO history, by John Fuller, through his book, Incident At Exeter (G.P. Putnam's Sons, NY. 1966).

Twenty-five years ago, (3 SPT.'65) at approximately 2.24 a.m., a shocked Norman Muscarello entered the Exeter police station. He reported to Patrolman Reginald (Scratch) Toland, working the desk, that he was hitchhiking north on route #150, from Amesbury, MA., to his home in Exeter. It was 2 a.m., the traffic was sparse, when he was passing an open field near Kensington, NH., a huge object came out of the sky and moved directly toward him. Muscarello called it "The Thing" and described it as being 80' - 90' in diameter and had brilliant pulsating red lights outlining an apparent rim. It wobbled and yawed as it maneuvered toward him, making no noise whatsoever. He felt he needed to protect himself and dived into the shallow shoulder of the road.

He watched the object back off and drift over a nearby house. When it backed off further he then ran to one of the houses and began banging on the door, the occupants of the house did not answer thinking it may be a drunk. At that moment he ran frantically to the road and waved down a car which drove him to the Exeter police station.

Toland was impressed with Muscarello's sincerety and called cruiser #21, driven by Patrolman Eugene Bertrand, to the station. Upon his arrival Bertrand, an Air Force veteran with experience in air to air refueling on KC-97 Tankers, remarked that he had just discovered a distraught woman parked on a by-pass on Rt. #101. The woman told him of a huge, silent airborne object, with flashing red lights had trailed her from the town of Epping, nine miles away, and came within a few feet of her car.

Toland directed Bertrand to go back to the field where Muscarello was frightened. Bertrand was still trying to calm him. He parked his cruiser and they both walked down the sloping field, Bertrand was probing the trees in the distance with his flashlight. The night was clear, moonless, and warm. There was no wind, and the stars were brilliant. They reached the fence of the corrall and still saw nothing, and Bertrand tried to convince Muscarello that he must of seen a helicopter. Muscarello insisted he was familiar with all kinds of conventional aircraft and would have recognized a helicopter.

Then, as Bertrand turned his back to the corral to shine his light toward the tree line north of them, the horses at the Dining farm began kicking and whinning. Dogs in the nearby houses began howling. Muscarello screamed, "I see it! I see it!"

Bertrand turned, looked toward the trees beyond the corral. Rising up slowly from behind two tall pines was a brilliant roundish object. It made no sound. It moved toward them like a leaf fluttering from a tree, wobbling and yawing as it did so. The entire area was bathed in brilliant red light. The white sides of Carl Dining's house turned blood red. Bertrand reached for his .38, then thought better of it and shoved the gun back in its holster. Afraid of infrared rays he grabbed Muscarello and yanked him towards his criuser.

Bertrand called Toland at the Exeter station. "My God," he shouted, "I see the damn thing myself!"

Under the half-protection of the cruiser roof, Bertrand and Muscarello watched the object hover. It was about 100 feet above them, about a football-fields distance away. The pulsating red lights seemed to dim from left to right, in a 5-4-3-2-1-, then 1-2-3-4-5 pattern, taking about two seconds for each cycle.

After several minutes, the object began moving slowly eastward, toward Hampton. Its movement was erratic, defying all conventional aerodynamic patterns. "It darted," says Bertrand. "It could turn on a dime. Then it would slow down."

At that point, Patrolman David Hunt, 26, pulled up in another cruiser. "I could see the fluttering movement," Hunt says. "It was going left to right, between the tops of two big trees. I could see those pulsating lights. I could hear those horses kicking out in the barn there. Those dogs were really howling. Then it started moving, slow like, across the tops of the trees, just above the trees. It was rocking when it did this. A creepy type of look. Airplanes don't do this. After it moved out of sight, toward Hampton, toward the ocean, we waited awhile. A B-47 came over. You could tell the difference. There was no comparison."

David Hunt filed a written report on it, but he will no longer discuss the case.

Moments after the object slid over the trees and out of sight, Toland took a call from an Exeter night operator. "She was all exited", says Toland. "Some man just called her, and she traced the call to one of them outside booths in Hampton, and he was so hysterical he could hardly talk straight. He told her that a flying saucer came right at him, but before he could finish, he was cut off."

The Air Force says that an operation known as "Big Blast" was being conducted bt the 8th Air Force in New England that night by B-47 aircraft. It says the "general description of flashing lights is consistent with previous reports of aircraft, refueling operations, or low level photographic missions." But it concedes that the operation had been ended and none of the "Big Blast" aircraft were in the area after 1:35 a.m.

Bertrand says, "We saw something out in that field. It was silent. No hum. Nothing. Just moving through the air silently. And the light, so bright it lighted up the field. There was something there. Dave Hunt and the kid saw it. We weren't all seeing something that wasn't there." (sources: LOOK - 22 Feb. 1966 & 1967).

In observance of the 25th anniversary, of the Incident At Exeter, the Exeter Public Library extended invitations to the general public and held a week long celebration of activities including a presentation on the Exeter case. On September 11th, Reginald "Scratch" Toland, Eugene Bertrand, and NH. UFO researcher Pete Geremia treated a 'standing room only' slide presentation, on the events that occured on that memorable day. The library staff turned away approximately two hundred people after the two conference rooms were packed.

Regrettably, a couple of days when he was due to arrive in Exeter, for the conference, John Fuller suffered a stroke and was hospitalized in CT.

With the absence of Fuller, Geremia picked up the reins and with never-before-released material gave those in attendance a recreation of the 'Incidents' on that day - 25 years ago. Some of this material was of aerial photography shots from where the object rose. These photos showed great detail of the swampy area and power lines behind the tree line. Additional slides were of landmarks and highways where other encounters occured on that day.

(Front page print from Readers Digest May 1966. Outer Space Ghost Story By: John Fuller.)

A Thought For The Day:

Sir Arthur Conan Doyle wrote, "When you have eliminated the impossible, whatever remains, however probable, must be the truth."

Some questions and answers posed at The Exeter Conference. (PG: Pete Geremia) (EB: Eugene Bertrand) (RT: Reginald 'Scratch' Toland) (Q: Question from participant).

Q: "Were there any noises associated with the lights"?
PG: "There were absolutely no noises, I have talked to nobody that heard any noises. In fact, when I interviewed Norman he said when he was crouched down by the side of the road near the stone wall. That everything went dead silent, even the crickets stopped making noise. He said they only thing he could hear was like an internal cough in his head. Everything around him was like a dead silence when this thing floated over the house."

Q: "Do I correctly recall from the book that the object came close enough that the officer felt threatened and was thinking of going for his gun or he grabbed it"?
PG: "You're right it was in the book. Interestingly, in the Keene case the officer was standing next to his car and he had a shot gun in there and one of the people standing next to him said, 'don't you think you ought to get your shot gun'. And he was thinking of going for it to. So it's a natural reaction."

Q: "Where is Norman now? How old is he now, and what is his general impression of what happened twenty five years ago"?

PG: "I don't know how old he is, let's see he was eighteen at the time so probably 43. He lives in Exeter, on Front St. I think he is probably not pleased with the ridicule that sometimes comes down the pike. I really don't know, I can't answer for him. But I think it would be difficult, because sometimes people are cruel."

PG: "There is one question I wanted to ask these law officers here. Have you guys been harrassed or brutalized or whatever inspires the general populations concern about the sighting?"

RT: "Well they made in-fun of us. I didn't see it but Gene (Bertrand) did. One thing I want to tell you. I was on the desk when Muscarello came in and reported it and there were two or three others in there. And this reporter a good friend of mine, who wrote for the Manchester Union and the Portsmouth Herald. And that night and every night, when I was on the desk, he would stop in and see me about 2:30 a.m. or after. And on that night, when this happened, when I sent him (Bertrand) out with Muscarello to look at the place where the 'thing' was in the field. Well, I saw this guy drive up (the reporter) on a motorcycle. He had a big helmet on with glasses, gloves on and a big jacket. So, when he came into the office, I jumped under the desk!"

Participants had a good laugh!!

RT: "The reporter said, what's the matter with him, I said oh I thought you were one of them!" (laughter)

RT: "When the story broke, he told me he was acquainted with every pilot at Portsmouth, airfield. He said everyone of them have been in on chases, where they chased UFOs and government keeps denying it. Because he says it's true and everyone of them will tell you, but they won't tell you outside because they don't want to be in trouble. That actually happened."

PG: "I think the anolgy that the government gave back then for not wanting to release the informatiom to the general public because it will cause a panic, quote panic, really doesn't hold water. Because if you look at the gallop polls that they run through out the years better than fifty per--cent of the people believe that UFOs do exist anyway."

Q: "Why was it that officials were called out at Pease AFB at the time of the 'incident'? Were they checking for radioactivity or were they checking...?"

PG: "I don't know what the Air Force did has far as investigating other than they did send out two officers to interview."

EB: "They came out the very next day. One was a captain the other was a lieutenant, base operations officers. I was called by the chief of police to come down to the police station and told the gentleman in the room what happened. They said we would appreciate it if you would just keep this quite. I told them it was too late the Manchester Union was here at the station and knows about it. It was going to be in the paper, it's too late."

Participant: "Very Lucky!"

PG: "We were! That's just very fortunate that happened that way."

Q: "Did the UFO leave anything behind, any evidence?"

PG: "Good Question. I was talking with Ray Fowler, trying to get an update and his impressions. And he said he had heard, but can't verify, that there were some physical traces left in that field. Now if any of you here know about that or can direct me to somebody who might know about that I sure would appreciate it. He said he heard it as a rumor. But so far as we know, officially, no.

Q: "Did the object appear to radiate heat at all. Did Muscarello feel warmth?"

PG: "Did you feel any warmth Gene?"

EB: "No."

PG: "His impression was dead silence when he was crouched down. Dead silence, the crickets weren't even making any noise and very bright red lights."

Q: "Could these gentlemen give a description of how high above them it was and how large it was?"

PG: "If you read the report, the report says that neither officer, (not audible) officer Hunt could give an actual size of the object. Norman says he thought it was 68 ft. in size. I guess you could answer that better than I as far as it looked like. The lights must of been to bright to see."

EB: "I didn't really get a good idea what the shape was. All we we saw was lights going from left to right. Which was somewhat like side to side, on that idea. But we never did get the shape of it."

PG: "I think in the report it said the lights were so bright it would be like looking into a headlight."

Q: "If this occured in the area of the transmission lines, was there any reported operations or significant power fluctuations in that area?"

PG: "Not that I read or heard of."

PG: "I think this would be a good time to ask this question. Does anybody here recall if a member of their family or possibly themselves having a sighting during that time frame (1965) of the incident at Exeter. Interesting, we probably have about a dozen people."

Pease AFB Overflight - The Exeter Connection!

On the same evening the Exeter events occured there was a strange development at Pease AFB only nine miles away - as the crow flies. Robert Mark, currently the Chief of Police at Hampton, NH., who, in 1965, was a sargent attached to the 509th Security Police Squadron relates the following account:

> It was about 12 a.m. when I and two other airmen were at the Main gate to Pease. One of the airmen yelled, "Look at that!" I turned around to see an object drop out of the star-filled sky. It was coming straight for the guard shack at an altitude of about 300 to 400 feet. The lights were approaching at a very fast rate of speed. What I saw as the object was coming straight on, was what looked like two headlights that were very bright.
>
> As the object passed over the lighted areas of the base, the lights would go out as if someone were breaking the bulbs as they went by. It passed directly over the guard shack, but the men could not hear a sound, only the wind. When I first saw the two bright headlights drop out of the sky and come towards the shack, I thought it was a B-52 approaching, but this was dismissed when there was no sound whatsoever.
>
> One of the airmen ran for the shack and grabbed the red hotline phone, which is a direct to to CSC (Central Security Control). He began crying and yelling into the phone about what he was seeing. Then he dropped to his knees and lost all control of himself. I had to grab the phone away from him and shack the airman, telling him to control himself, that the thing was not going to kill him. As this was going on, the object headed towards the north end of Pease. When it flew over, the lights there went out also. They remained out for about thirty to forty seconds, then came back on. The whole area was black when the object passed over.

The object was described by Mark as being elongated, but was unclear on detail to the the brightness of the lights. He recalled running up into the base radar tower just in time to overhear a pilot transmitting, "I can't get them; there too fast! I'm at max." Mark saw the fighters gaining ground on the object but only to be outdistanced. He recalls seeing the rear of the object while being pursued by the two aircraft: "It looked like the object had lights in the rear, like you see behind a jet where the flame comes out."
(Source: Clear Intent - Greenwood/Fawcett)

The above account took place two hours before the Incident At Exeter. After filing FOIA requests, for further information on this account, and others at that time, Pease fervently denied any knowledge of base reports during the Exeter events.

****

Police officers David Hunt, left and Eugene Bertrand of Exeter, NH., joined Muscarello back at the site where he had reported seeing a large, luminous, flying object.

Sightings reported to
Project Blue Book.

1 - 5 SEPTEMBER 1965 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
Sep	Rehoboth, Massachusetts	[redacted]	Other (MISINTERPRETATION OF CONVENTIONAL OBJECTS
1-30	Ellington AFB, Texas See HOUSTON AUG-DEC	46 Reports	(Ellington Folder, August, December)
Sep	Fayetteville, Arkansas	[redacted] (PHOTO)	Insufficient Data
1	Pittsburgy, Pennsylvania	[redacted]	Insufficient Data
1	Chicago, Illinois	[redacted]	Satellite (ECHO II)
1	Yellow Springs, Ohio	[redacted]	Satellite (ECHO II)
1	Manistee, Michigan	[redacted] (PHOTO)	Aircraft Photo: Insufficient Data
1	Bakersfield, California	[redacted]	Aircraft
2	Nebraska Missile Site	Military	Astro (JUPITER)
2	Chicago, Illinois	[redacted]	Satellite
2	Laredo AFB, Texas	[redacted]	Aircraft (T-37)
2	Dayton, Ohio	[redacted]	Satellite
2	Biloxi, Mississippi	Not Reported	Satellite (ECHO II)
2	Clearmont, Iowa	[redacted]	Satellite (ECHO II)
2-3	***Exeter, New Hampshire	[redacted]	UNIDENTIFIED (3 Witensse
3	Portland, Indiana	[redacted]	Astro (STARS/PLANETS)
3	Moraine, Ohio	[redacted]	Astro (JUPITER)
3	Columbus, Ohio	Not Reported	Insufficient Data
3	Laredo, Texas	[redacted]	Aircraft
3	Waynesville, Ohio CASE MISSING	[redacted]	Astro (METEOR)
3	Damon, Texas SEPARATE FOLDER in preceding box	[redacted]	UNIDENTIFIED (2 Witensse
4	Tampa, Florida	[redacted]	Satellite (ECHO II)
4	Ozone Park, New York	[redacted]	Satellite
4	Laredo, Texas	[redacted]	Insufficient Data
4	Cleveland, Ohio	[redacted]	Aircraft (ADVERTISING SI
4	Conway, New Hampshire	[redacted]	Satellites
4	Pittsburgh, Pennsylvania	[redacted]	1. Astro (METEOR) 2. Other (REFLECTION)
4	Ketchikan, Alaska	[redacted]	Astro (METEOR)
4	Pike County, Missouri (See 26 Jul)	[redacted]	Aircraft (HELO)
5	Corpus Christi, Texas	[redacted]	Aircraft
5	Corpus Christi, Texas	[redacted] (PHOTO)	Other (CLOUD)
5	Corpus Christi, Texas	[redacted]	Astro (STARS/PLANETS)
5	Dayton, Ohio	[redacted]	Astro (STARS/PLANETS)
5	Dayton, Ohio	[redacted]	Satellite (ECHO II)
5	Corpus Christi, Texas	[redacted]	Insufficient Data
5	Michigan, Minnesota, Ontario Area	Multiple Air/Gd	Astro (METEOR)
5	Cheyenne, Wyoming	Military	Insufficient Data
5	Tacoma, Washington	[redacted]	Satellite

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

DATE	LOCATION	SOURCE	EVALUATION
Sep	Forthill, Oklahoma	[redacted]	
Sep	Mexico Reports		
1	Czechoslovakia	Saucer News	
2	England	Flying Saucer Review	
2	Tacoma, Washington	Newsclipping	
3	Epping Forest England	Flying Saucer Review	

MUSCARELLO - EXETER

SEPT. 3, 1965

About 2:30 A.M. on Sept. 3, 1965, 18 year old Norman Muscarello, of Exeter, New Hampshire, was hitchhiking home when a huge glowing ball came out of the night sky towards him. He quickly jumped into a ditch for cover. The UFO was about 80 feet in diameter and seemed to be a solid object with pulsating red lights.

Muscarello, panic stricken and near shock, was able to hitch a ride to the police station by a middle-aged couple and told of his fantastic experience.

Later, an officer and Muscarello went to the scene of the incident and after searching the area for a while, a brilliant round object appeared from over a group of trees. There was a straight row of bright red lights which pulsated from right to left and back again around an apparent rim. The object made no sound as it moved, in a rocking motion, in and out of the tree tops. Then the UFO finally moved on out of sight toward the ocean.

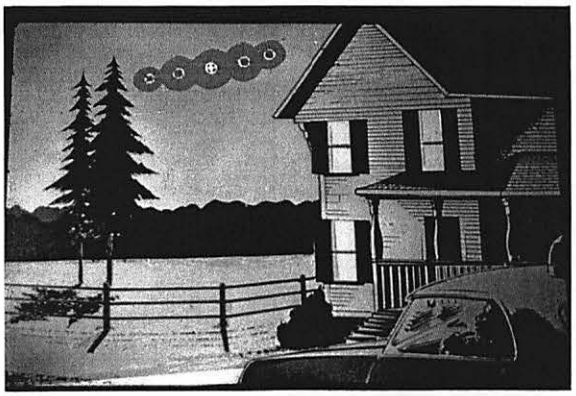




3 Sep 65, Exeter, N Hampshire 7 Sep 65, Leon, N York

TSgt David Moody called Griffis AFB, N York and talked with Sgt Hunt, 416 SW of the 4028 Operations Squadron. Informed that Farmer Boy refueling route had been changed to Fur Trapper. Records were checked and revealed that no refueling operations were conducted on the nights of 2-3 Sep and 6 Sep. The route Fur Trapper was closed from 03/0500 to 03/0600Z for an 8th Air Force Operation "Big Blast". Sgt Hunt informed Sgt Moody that a refueling area "Down Date" controlled at Loring AFB, parelleled "fur-Trapper" adjacent to the old Farmer Boy area. Sgt Moody called Col Smith at Loring AFB. No flights were conducted on the morning of 3 Sep and one operation of a B-47, KC-135 from Loring entered the Speedway refueling area near Indianapdis at 07/0110Z. There were no refueling operations in the New England area during the time in question. Any information on "Big Blast" should be obtained from the 8th Air Force. Sgt Moody called Major Benanders at Westover AFB at the 99th Bomb Wing, DCOI, and requested him to obtain information pertaining to the lighting and type of aircraft used in operation "Big Blast" and their positions during the time period of 03/0500-0600Z.

The above was accomplished by telephone on 28 September 1965.



5/21/69

Re: Exeter.

Dr. William F. Krupke
2311 Manning Ave.
Los Angeles, Calif.
90064

March 6, 1969

Dr. David R. Saunders
Department of Psychology
University of Colorado
Boulder, Colorado

Dear Dr. Saunders,

I have just finished reading your book, UFOs? Yes! as well as the Bantam edition of the Scientific Study of Unidentified Flying Objects. Any scientist who has taken the time to read a few of the reliable sources describing UFO reports, such as Ruppelt's Report on UFOs, NICAP's UFO Evidence, or Vallee's books, will recognize in the Condon Report a blatant selectivity of case material directly supporting its narrow conclusion: "Careful consideration of the record as it is available to us leads us to conclude that further extensive study of UFOs probably cannot be justified in the expectation that science will be advanced thereby". I fully believe this conclusion to be unfounded, based on the record as it is available to me.

Let me cite an example which I think supports this statement. About a year ago I read Fuller's Incident at Exeter. Taken collectively, the thirty or so reports of UFOs were remarkably consistent and something to reckon with. I certainly expected the Condon Report to discuss these sightings in some detail. The Exeter sightings were briefly mentioned twice in the Condon Report, once in the historical narrative and once in connection with Klass' book UFOs Identified. In the latter reference, the Condon Report says, "Klass points out that ball lightning and the Exeter UFOs compare favorably with regard to color, shape, sound, dynamics, lifetime, and size". While several difficulties with Klass' theory are pointed out in the Condon Report, the basic impression left with the reader is that the Exeter UFOs fit nicely into the body of knowledge about the ball lightning phenomenon. I had occasion recently to review the ball lightning literature for a research project I was involved in, and this inference about the Exeter sightings struck me as patently absurd.

I decided then to go back and abstract the Exeter UFOs for size, duration, and color. Some thirty sightings were discussed in Incident at Exeter and of these, 15 contained an estimate of the size and 12 contained an estimate of the duration. These data certainly do not constitute a large sample statistically but I think they are adequate to prove the point. The frequencies of size and duration of the Exeter UFOs are shown in the attached figures. As you can see, the most frequently reported size was about 7 meters and the most frequently reported duration was 5 minutes. Each distribution exhibits two maxima. This result is probably spurious and most likely is due to the small sample and the tendency for witnesses to estimate size in terms of a common object (such as a car or a house) and to round off estimates of duration (such a 5, 10, or 30 minutes). The important thing to note is that in no instance did anyone report an object less than 4 meters in diameter nor visible for less than 30 seconds. The attached figures also show frequency distributions of size and duration for ball lightning, taken from a paper by Finkelstein and Rubinstein (Physical Review, 135, A390, 1964). Note that the size and duration scales in the attached figures are logarithmic. The most often reported size of ball lightning is about 10 cm and the most often reported duration is about 3 seconds. Durations longer than 10 seconds and diameters larger than 100 cm are extremely rare. Barry (J. Atmos. Terr. Phys., 29, 1095, 1966) has given the results of a ball lightning survey covering 300 years of sightings. He states "The most common diameter reported is 30 cm. About 80 percent of the observers reported a spherical or oval shape with a diameter less than 40 cm." About lifetimes he says "The lifetime of a ball lightning is most often less than five seconds. A lifetime of this length or less was reported in about 83 percent of the cases. The longer lifetime is highly correlated with the motionless blue or blue-white ball which is considered to be a phenomenon other than ball lightning" . In the Exeter sightings the objects were generally described as red or red/orange. In some few cases, smaller green or blue lights distributed over the surface were also reported.

The figures clearly show that the Exeter sightings exhibit marked dissimilarities from the usual ball lightning. There are many other qualitative dissimilarities. For example, 90 percent of the ball lightning sightings occurred during local thunderstorm activity while the weather was generally clear at Exeter. Eighty percent of the red ball lightning decay explosively while none of the red Exeter UFOs (which was most of them) decayed explosively. Allowing that the Exeter UFOs are not conventional ball lightning,

there are three other possibilities: 1) the Exeter reports are spurious, 2) the Exeter reports describe a new natural phenomenon, 3) the Exeter reports describe a non-natural phenomenon. While it is possible that the Exeter reports are spurious, there is no evidence to suggest that this is the case. The possibility that either 2) or 3) could be true would seem to warrant concern by the scientific community.

On the basis of the limited information available, one cannot reject either of these possibilities. The non-natural origin is supported by the fact that a number of the reported UFOs manifested structure; this aspect of the reports may well be spurious, but one cannot ignore these reports out of hand. The Exeter sightings are now history and we will never know for certain the source of these reports. I would hope that we might still learn something from the whole Exeter affair. A great number of objects were seen at Exeter and environs during a period of a few weeks. Had the Air Force responded to the earliest reports promptly and in an objective manner, it might have been possible to get scientific observers possessing appropriate instrumentation into the area to record this phenomenon. It is clear that we cannot reproduce such UFOs in the laboratory. If we wish to study these objects at all, we will have to study them when and where they are encountered.

The Condon Report says that we should ignore all future UFO reports. Since the Condon Report will encourage disinterest among scientists who have not taken the time to study the most valid UFO reports, some effort must be made to express the opposing view. (The editorial written recently by H. Hoagland in Science, 163, 625 (1969) is a prime example of the effect the Condon Report has had on the scientific community). This brings me to my purpose in writing you this letter.

On page 179 of your book, you mentioned the intent of forming a group of professional scientists, the Committee for Research on UFOs, pledged to the support of an on-going scientific study of UFOs. I concur fully with Dr. Hynek's opinion that a visible group of qualified individuals (establishment scientists) who take the UFO problem seriously is a desirable thing, especially now that the Condon Report has appeared with its narrow conclusion. I would like to determine the present status of the CRU, and what its future program may be. I would like to offer my own support for such a group.

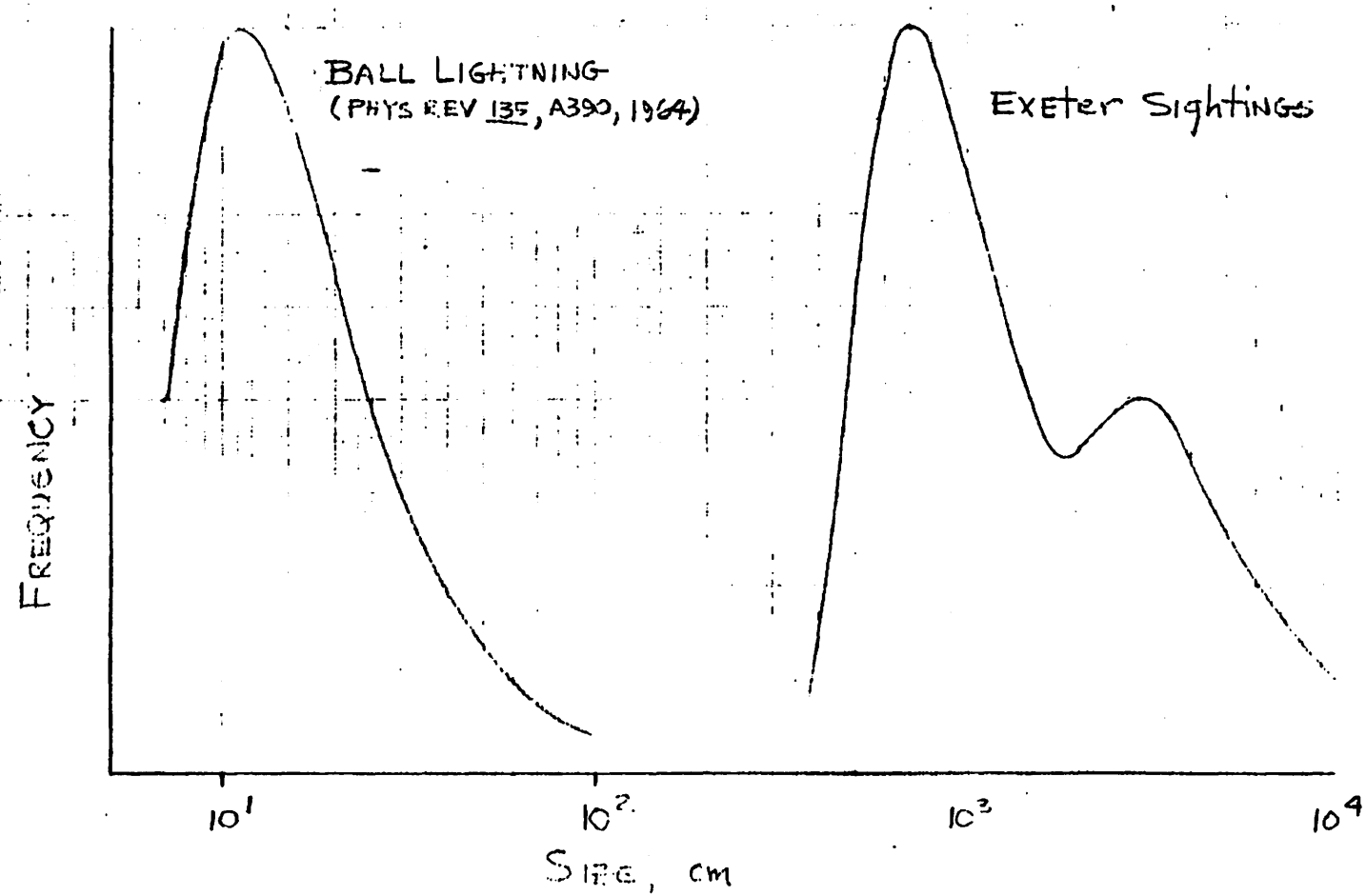
By way of introduction professionally, let me say that I am 32, married, and hold a PhD in physics from the University of California at Los Angeles. My fields of specialization are atomic and molecular spectroscopy and quantum electronics. My present position is that of Senior Staff Physicist in the Laser Department, Research and Development Division, Hughes Aircraft Company. I am presently engaged in a research program studying the dynamic processes associated with high power molecular lasers.

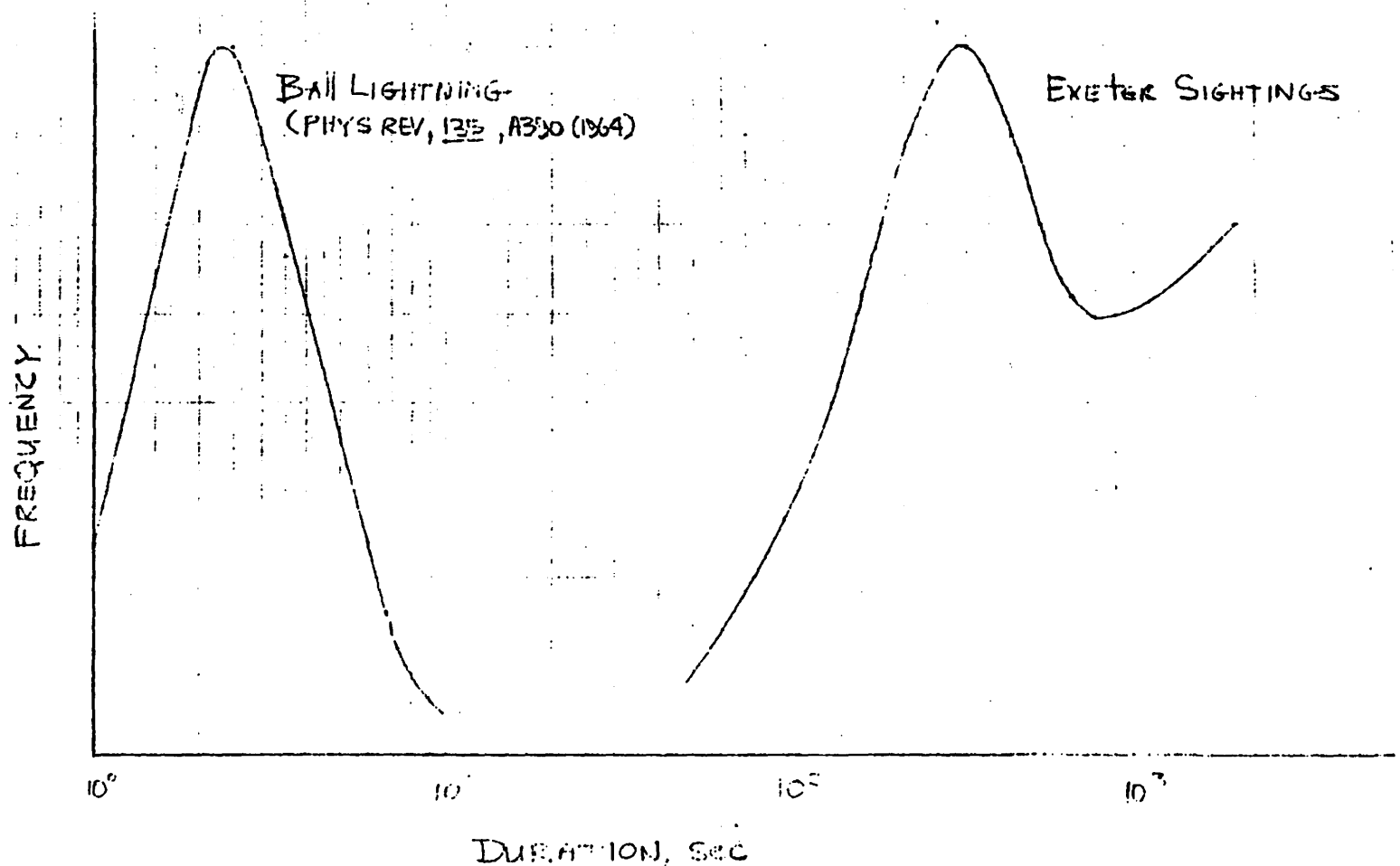
As a matter of curiosity, what did the working members of the Condon Committee think about the Exeter reports? Were they dismissed out of hand, merely because they were old reports? Also, how come no mention of the Redlands, California UFO sighting of Feb. 1968 was made in the Condon Report? I understand that Dr.Seff, who documented the Redlands sightings, was requested by the Condon Committee to complete his report for inclusion in the final Report. The report was apparently completed in time and sent to the Condon Committee. Surely one would expect that this remarkable, current sighting would be discussed in the Condon Report! Curious!

I would very much enjoy discussing with you subjects dealing with UFOs, should you be in the greater Los Angeles area in the future. Please feel free to call me, either at work (EX 10711, Ext 6143) or at home (GR 55333).

Sincerely yours,

William F. Krupke, PhD.


BALL LIGHTNING
(PHYS REV 135, A390, 1964)
EXETER SIGHTINGS
FREQUENCY
10^1
10^2
10^3
10^4
SIZE, cm


BALL LIGHTNING
(PHYS REV, 135, A350 (1964)
EXETER SIGHTINGS
FREQUENCY
10^0
10^1
10^2
10^3
DURATION, SEC

Case write-up from:

UFOs: GREATEST SCIENTIFIC PROBLEM OF OUR TIMES?
James E. McDonald

(Prepared for presentation before the 1967 annual meeting of the American Society of Newspaper Editors, Washington, D. C., April 22, 1967.)

* * *

Exeter, NH

1965: CE1.

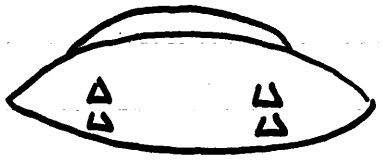
Case 2. Exeter, N.H., September 3, 1965.

This case has been rather fully reported in many places, notably in a book by J. G. Fuller (Ref. 16); and a number of other good reports and discussions of it can be found in House Document 55 (Ref. 12). After several preliminary sightings that I shall omit to save space here, the principal sighting by Exeter policemen Eugene F. Bertrand and David R. Hunt and by an 18-year-old boy, Norman J. Muscarello, took place at about 0200 on Sept. 3rd. I have personally interviewed Bertrand and Hunt and have discussed their reliability with Exeter Chief of Police R. D. Irvine. Omitting many details, the men saw an object, estimated at almost 100 feet long, carrying a number of bright blinking red lights, maneuvering and hovering silently over a farmhouse until it soundlessly went away.

Maj. Quintanilla's first explanation for this was "twinkling stars." When the officers wrote to Bluebook, protesting such an explanation which would hold them up to ridicule and place in jeopardy their reputations as reliable officers, the explanation was switched to involve a night-advertising aircraft. When it was next determined that the aircraft in question was not even operating that night, Maj. Quintanilla altered his explanation to one involving a B-47 refueling operation near Pease AFB. When, finally, the policemen secured the actual time of that operation and thereby established that the refueling operation was over by the 0200 time of the main sighting, Quintanilla finally classified it as Unknown. A revealing history.

EXETER: 9/3/65

Young hiker ♂ (Navy, home on leave), Brilliant (red lights — too bright for outline?), ♂ dived to ditch by road, landed in field, ran to phoned, 2 police come, don't see it, ... UFO rose from field & made close approach.



Zamora ... landing, traces, & leaving

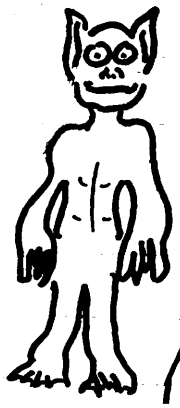
Boianai: 6/26/59

waving exchanges

always hovering (never landed).

Kelly, Ky. ⇨ Sutton Family case. (Shooting)

8/21/55



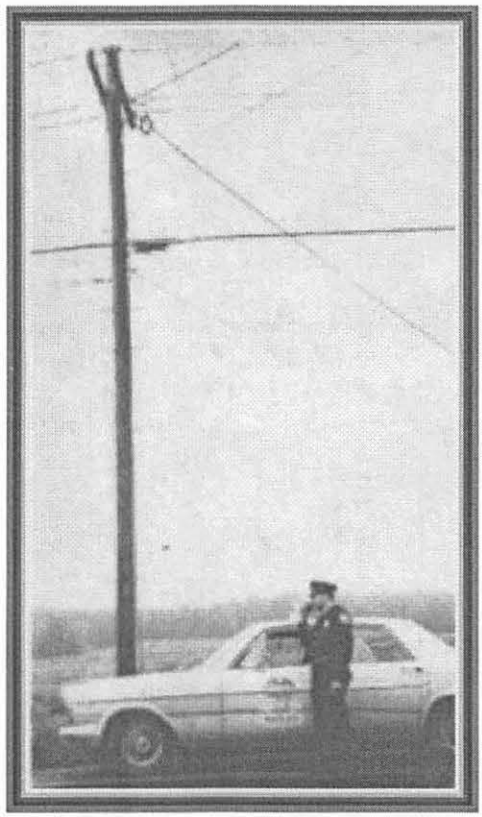
HICKSON, etc. 10/11/73

BLUISH GLOWING OBJECT behind in air

robots "floated" down

took Hickson up — examined

CEII's 70: Sept-Oct. of ↑ year.



Patrolman Hunt arrived on the scene after Bertrand and boy saw "Thing" reappear. Note presence again of power lines near scene. ***(see page 33)***

In the next weeks, many other seemingly valid sightings were made in the New Hampshire area. None, however, was more vivid than Ron Smith's.

The 17 year-old high school senior was out driving with his mother and aunt when they spotted an object in the sky. He stopped the car, looked up and saw something with a red light on top and a white glow on the bottom. It passed over the car once, stopped in midair, then went back over the car again and yet a third time.

Shaken and frightened, he started back to the Exeter police station to report the incident when, as he told Fuller:

Mrs. Virginia Hale, reporter for Haverhill Gazette, saw the saucer from her kitchen window. It hovered over neighbor's house 4 minutes.

"I came to my senses. I wanted to go back to make *sure* it was there. To take another look to make sure I wasn't seeing things. We did go back. And sure enough, it was in the same spot again. It passed over the car once, and that was the last time I saw it."

The TRUE Report On Flying Saucers, 1967

Lo's UFO Page

Lo's News Page

Lo's Home

"INCIDENT AT EXETER" AND THE GREAT BLACKOUT

In the early morning hours of September 3, 1965, Norman Muscarello was hitchhiking home near Exeter, Massachusetts, when he saw an enormous disk-like object flying silently toward him. Around the craft's rim were bright, flashing red lights. He went back later on that same evening with Patrolman Eugene Bertrand, an Air Force veteran, and the two, along with another officer, Patrolman David Hunt, again saw the craft.

It was this incident specifically that interested John G. Fuller, author of "Trade Winds," a column which has been appearing in *Saturday Review* for the past nine years.

But this was only the beginning of a rash of sightings in Massachusetts that lasted for months. This extremely well-witnessed "invasion" is fully documented in—and forms the basis for—Mr. Fuller's book, *Incident at Exeter*.

Fuller, by the way, began his research rather skeptically. A factual reporter with a penchant for detail, accuracy, credibility, and (incidentally) understatement, he was not, in the beginning, a believer in UFO's.

The reader who is a believer may find this book dull and repetitious. But if, on the other hand, the reader is a non-believer, it is likely that the intelligent, slow style of reportage and documentation will cause him to change his beliefs. So much similar corroboration from so many different people is enough to convince almost anyone, as it did, in fact, convince Fuller.

Perhaps most interesting are the remarkable coincidences that Fuller found between UFO sightings and the Great Blackout that darkened the entire northeastern section of the United States in 1965. Prior to the enormous power failure, the author had noticed that a great number of UFO sightings in Massachusetts had occurred very near major power lines. (In fact, as reported by Frank Edwards in his *Flying Saucers—Serious Business*, there was, in 1962, a well documented case of a UFO which set down near an electric power station at Eureka, Utah, causing it mysteriously to go dead for more than half an hour.)

On November 9, 1965, all electrical power was cut off in an area inhabited by about thirty million people. Something which had been called impossible because of the interdependence of the whole power grid was, we were told, caused by that very interdependence.

Periodically, there were announcements that the cause had been determined and the power would soon return. At 10 PM, it was announced that the trouble was located outside Clay, N. Y., where 345,000-volt high-tension power lines run into Niagara Falls, and from there into Utica in one direction and into New York City in the other. Investigators went out but found nothing wrong.

In the same area, just outside Syracuse, at the same time something else happened: "Weldon Ross, a private pilot and instructor, was approaching Hancock Field at Syracuse for a landing. It was almost the exact moment of the blackout. As he looked below him, just over the power lines near the Clay substation, a huge red ball of brilliant intensity appeared. With Ross was a student pilot who verified the statement." Five people saw this object, including the Deputy Commissioner for the Federal Aviation Agency.

At the same time reports came in about a white UFO in Holliston, Mass., and two others from New York City.

Arthur Rickerby, a photographer for *Life* Magazine, photographed the New York skyline just after the blackout. "In the western sky, a brilliant silvery object appears that has not in any satisfactory way been explained."

Other reports about UFO's came in from Connecticut, Pennsylvania, Rhode Island, New Jersey and New York.

The cause of the blackout was eventually "traced" to Ontario. However, a supervising engineer at Ontario stated that the cause was still a mystery. On January 4, 1966, *The New York Times* reported that the cause was not fully understood.

Later on in November and in the months that followed, a series of unexplainable blackouts hit all over the world, including many other parts of the U.S. There were large power failures in England, Mexico, Texas, New Mexico, Argentina, as well as in four cities in Finland. All had unsatisfactory explanations, or coincided with reports of UFO's.

In *Flying Saucers—Serious Business*, too, Frank Edwards remarks on the unusually close association of UFO's and the Great Blackout. It is, of course, all speculation, but it makes you wonder, doesn't it? *By Arnold Swiller*

"Well, is there some government agency I can contact that does believe in us?"

"UFO DETECTOR" STUDY CONDUCTED AT EXETER

Can a series of sensitive magnetometers detect the presence of UFOs? This question remains essentially unanswered despite exhaustive efforts by NICAP member John Oswald during a 20-month period near Exeter, N.H.

Oswald, intrigued by the numerous sightings reported around Exeter during 1965-66, set out in late 1970 to establish and monitor a "UFO detector" network surrounding this famous New England town.

The timing for the experiment, Nov. 1970 through Sept. 1972, proved excellent, according to Oswald, who noted in a report to NICAP "that significant UFO activity occurred within the test area during the period covered."

The test results, however, were not as encouraging. Oswald reported, "Although it would appear that UFOs may have been detected on two occasions and that it is actually not possible to say that some other detector alarms were not caused by UFOs, it is clear that most of the hundreds of detector alarms recorded were caused by geomagnetic storm activity."

Difficulties Encountered

One of the difficulties encountered by Oswald during the course of his experiment was the extreme sensitivity of the detectors he had designed. "When I started building the detector network in New Hampshire, I did not think that the instruments were sensitive enough to detect sunspot-related geomagnetic storms."

Despite this problem, the experiment yielded two instances in which UFO sightings by witnesses were simultaneously detected by Oswald's magnetometers.

According to Oswald, on Jan. 13, 1971, at 7:30 p.m. at least two witnesses near Exeter observed three or four lights making strange maneuvers near power lines. Simultaneously, according to Oswald, one of his 13 detectors sounded its alarm.

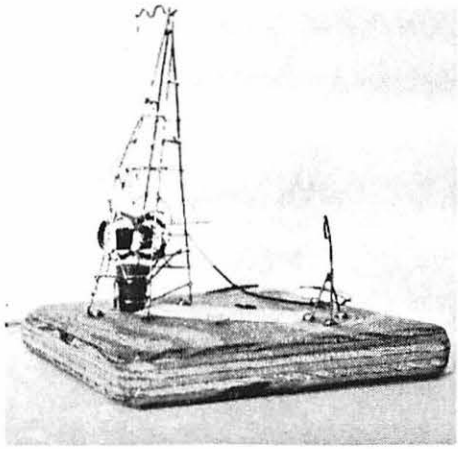
On another occasion, Nov. 23, 1971, at 1:55 a.m., a large, fast-moving oval white light was observed by a single witness. According to Oswald's report, two of his detectors sounded their alarms within seconds of the sighting.

The Detector

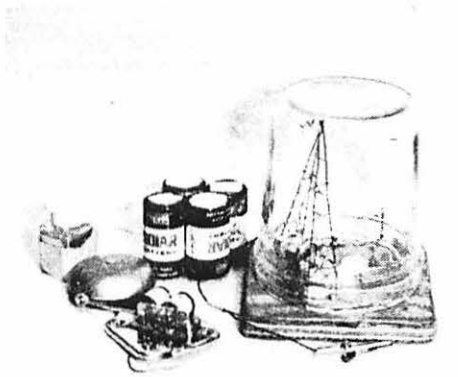
All 13 detectors used by Oswald during the 20-month period followed the same basic principle in design and construction (see Photo #1).

In each detector, a bar magnet was suspended on a fine cotton thread "such that the magnet would rotate in a horizontal plane and come to rest with its poles oriented toward the magnetic poles of the earth."

A delicate copper needle was attached to the magnet and extended from one pole. The needle was made to protrude through a small loop of heavier copper wire several inches away.



Photograph 1
UFO Detector Unit



Photograph 2
Complete Detector System

The needle and loop were incorporated into an electrical circuit which was completed when magnetic deflection caused the needle to touch the loop. The circuit was powered by a battery and incorporated a small alarm bell.

The device, as designed by Oswald, contained a lock-on device which caused the alarm bell to ring continuously once it started until the circuit was broken manually.

The supporting structure for the magnet and needle was made of a heavy copper or aluminum wire which in turn was mounted on a square of three-quarter-inch plywood. The entire device, excluding battery and bell, was protected from the elements and air currents through the use of an inverted glass jar securely fastened to the plywood base (see Photo #2).

Visual Sightings

During the course of his experiment, Oswald investigated more than 70 UFO sightings reported in the Exeter area. To assist him in later correlation of sightings and detector alarms, Oswald classified UFO reports into three basic categories: A—Unknowns; B—Likely Unknowns; C—Possible Unknowns. Of the 70-odd cases, Oswald classified only 12 in category A, or those having the strongest likelihood of being "true UFOs."

The two sightings recorded simultaneously by a detector and witnesses were among the 12 cases investigated by Oswald and listed in category A .

Town Turns Out To Watch UFO

A saucer-shaped UFO "as big as a school bus" has been observed by more than one hundred residents of Lexington, Ala., during recent weeks.

According to one NICAP member living in the area, scores of individuals have been gathering each night around the town in hopes of spotting the UFO.

Most of the sightings have occurred between 8 and 9 p.m., and while descriptions differ in minor details, most describe the object as saucer-shaped and reddish or bluish in color.

One of the most recent sightings occurred Sunday, Feb. 4, 1973, when two young men driving in Lexington spotted a low-flying object and followed it at 50 mph as it headed towards Rogersville and then on to Wheeler Dam. As the witnesses approached the dam, they said the UFO appeared to hover over the lake and then move off towards Huntsville. A TVA worker employed at the Wheeler Dam also said he saw it.

One Lexington resident, describing his town as a quiet town where the "old values" still count, said "there has never been anything like this to stir up a town — I don't know what or why it is bugging us, but I hope we find out."

Maneuvering Lights Seen in Rhode Island

At least a dozen residents of Wood River Junction, R.I., have been watching a circular UFO with "bright white lights" maneuver above their town in recent weeks, according to local newspaper accounts.

The object has been spotted at least twice in recent weeks, with the most

(See Lights, *page 4)*

NATIONAL INVESTIGATIONS COMMITTEE
ON AERIAL PHENOMENA
1536 CONNECTICUT AVENUE, N.W.
WASHINGTON D.C.
20036

September 15, 1965

Dear Don:

The Cherry Creek landing story runs just short of 4 MS pages; I have made two sketches (one of the markings; one of the UFO) which together would take about 7 1/2 column-inches. I drew them at column width so no reduction is necessary.

The N.H. story is in the works, and very likely will run a little longer since there are so many interesting angles to it. The USAF tried to stop publication of the story, using the panic excuse. Fowler interviewed quite a few people, and found no fear at all--only intense curiosity.

Both are animal reaction cases; Cherry Creek also involves E-M and physical evidence. N.H. has police witnesses, including the one who started to draw his revolver.

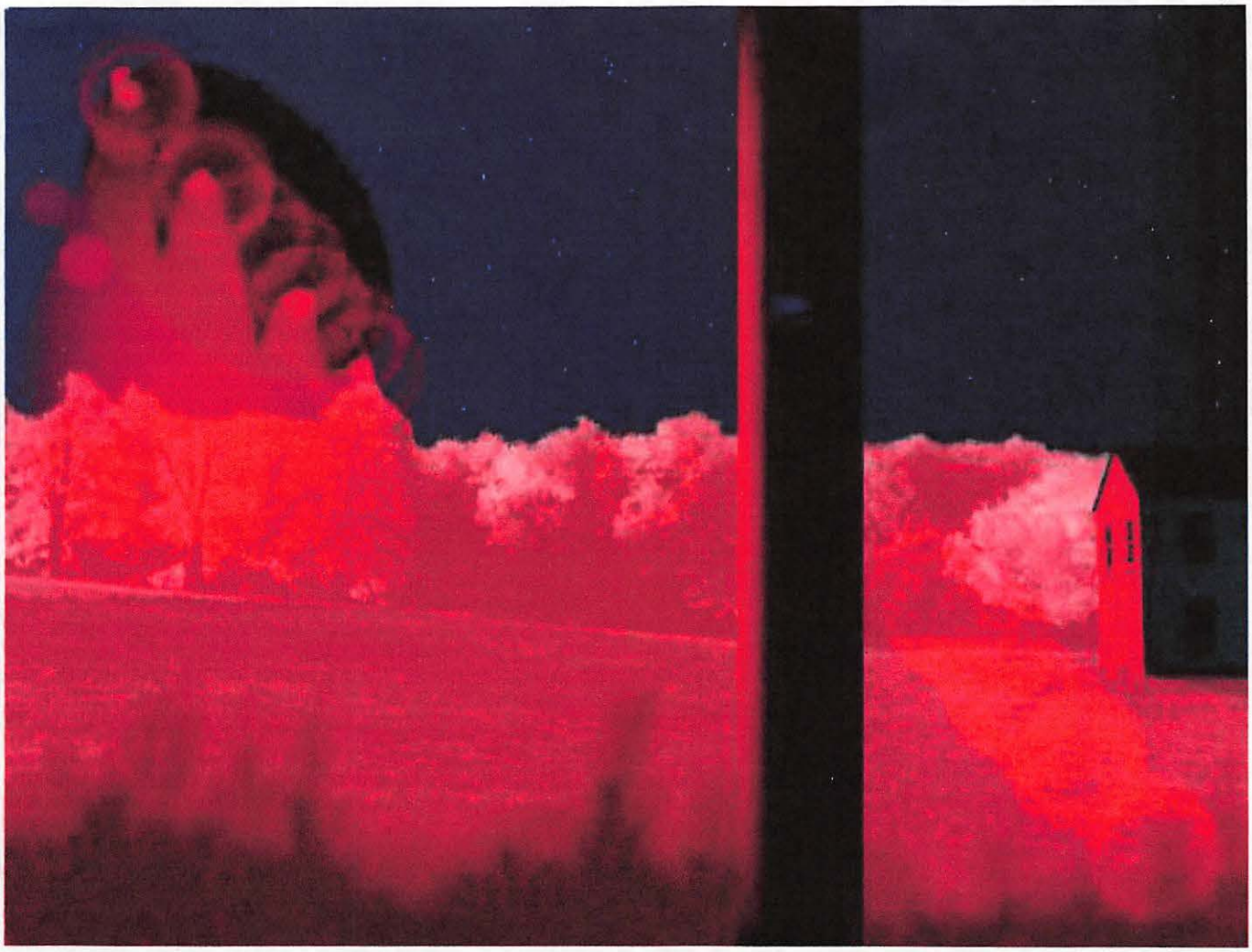
We'll hold the stories here until Friday, then if you don't make it down we'll mail them to you.

Finally talked with Anfrol, and he can do the filming (15-20 minutes) either Friday or Saturday. I won't be able to conact Lechaux until tonight to see which is best for him. Anfrol leaves next week for Paris and would like to have the film wrapped up to take with him.

Sincerely,

Dick

EXETER



EXETER, NH: 9/3/65

Blackouts . . .

(*Continued from page* 6)

nervousness while the object stayed there. The article from Venezuela also said that the Power Authority in Italy assumed that customers simply overused electricity because of the unseasonal cold.

10. Los Angeles, California, 24 January 1966. A blackout hit portions of west San Fernando Valley and west and south Los Angeles at 6:15 a.m. and the areas were without electrical power for from 15 to 30 minutes. The explanation was that a transmission line at the Haynes steam plant at Seal Bench had failed.

The Cherry Creek Incident

At about 8:20 p.m., on the night of the 19th of August 1965, Harold Butcher, 16, was operating the milking machine at his father's (William Butcher) dairy farm, located near Cherry Creek, New York. The boy was listening to a newscast from a portable radio, when he noted static-like interference which drowned out the program. The tractor to which the milking machine was connected then stopped. Outside the barn, a bull which was chained to an iron stake began to bellow and attempt to pull loose.

At this juncture the boy ran to the window of the barn and saw a large elliptical-shaped object with a reddish glow or vapor underneath it, as it appeared to land about a quarter of a mile from the barn. He heard a steady bee-beep sound. The object was on the ground for only a very few seconds before it shot straight up into the air disappearing into the clouds.

Butcher, using the phone extension in the barn, notified others in the house and they came out. All noted a strange odor in the air, and the clouds into which the object had disappeared glowed a greenish color.

Approximately a half hour later, the object reappeared and seemed to be circling the area. Harold's mother called the State Police. Troopers came, then notified the Air Force which initiated an investigation including a Captain and four technicians. They found a purplish liquid substance in several places, small two-inch indentations in the ground, as well as patches of singed grass and shrubbery.

APRO's investigator visited the Butcher farm, found Harold to be an intelligent boy who has quit school in order to run the farm, as his father is physically unwell. Asked why he was using the tractor for power, Harold said the unit which ordinarily powers the milking machine was out of order.

The bull which initially attracted Harold's attention to the outside, was fastened to the iron stake by a rope or chain which ran through a ring in his nose. He pulled so hard that he bent the quarter inch stake over to almost a 45 degree angle.

Upon further questioning about the object, Harold said it looked "like two turkey platters" lip to lip. The purple, viscous substance amounted to about a quart. Harold said that when he put some on his finger it was as if someone was putting pressure on the finger.

The Butcher boy also told our investigator, Perry C. Euchner, that the 16 cows, which normally yield from 3 to 4 cans of milk per day, were yielding only approximately 1 and a half cans per day for almost a week after the incident.

The Exeter, N. H. Case

A series of sightings at Exeter, New Hampshire in September are worthy of considerable space and comment:

At 12:30 a.m. on the 3rd of September Exeter Police Officer Eugene Bertrand was on routine patrol on Route 101. Just outside of town he came upon a woman parked alongside the road. He asked if she needed help and she excitedly told him that a flying object had chased her car from Epping to Exeter, occasionally diving on it. The object was surrounded by a red glow, and appeared to be elliptical in shape. Bertrand asked if she knew where the object was and she pointed to a bright light on the horizon. He watched it for a few minutes, reassured her, and proceeded on in his patrol car. He did not take the incident seriously, and did not get the woman's name.

At 2 o'clock Bertrand received a call from headquarters asking him to come and get a boy who had reported a UFO in the area, and investigate. He picked the boy up, and heard this story: Eighteen-year-old Norman Muscarello was thumbing rides, making his way from Amesbury, Mass., where he had been visiting, to his home in Exeter. He was on route 150 about 2 miles from Exeter when an object carrying four or five bright red lights came from a nearby woods and maneuvered over the field adjacent to the road. He was approaching a farm. The boy watched as the object moved over the Clyde Russell home and appeared to be hovering just a few feet above the roof. It made no noise, and seemed to be larger than the house. He estimated 80-90 feet. Then it moved back over the field and disappeared over the trees. The boy pounded on the door of the Russell home, shouting that he had seen a "flying saucer." The Russells woke up but refused to admit him, thinking he was drunk. Muscarello gave up and started down the road to Exeter. He flagged down a passing automobile and received a ride to the Exeter Police Station, where he related his experience.

Officers at the station later reported that Muscarello was white and shaken and barely able to talk. They called Bertrand who took him to the scene. When they arrived, the object was not there. They waited for several minutes, Bertrand radioed headquarters and reported that the object was not there. The dispatcher suggested that Bertrand examine the field before returning, so he and the boy went into the field. As Bertrand played his flashlight beam back and forth across the ground, Muscarello yelled that the object was coming. It was rising slowly from behind some trees nearby. Bertrand saw the large, dark object carrying a straight row of bright red lights which dimmed from right to left and left to right, alternately. It swung toward the two, appearing to clear a tree which was in the vicinity of 70 feet tall, and the object then seemed to be only 100 feet from them. Bertrand began to draw his gun, but changed his mind. He and the boy ran to the cruiser and Bertrand called headquarters. Within a few minutes Officer Hunt arrived and the three watched the object move away over the trees. It made no noise whatsoever.

These are the basic facts surrounding the three most outstanding sightings in the Exeter area. Another, related by John Fuller, columnist with Saturday Review, in LOOK Magazine, for February 22, 1966, is equally interesting but not corroborated by additional witnesses:

According to Fuller, young Joseph Jalbert, 16, of Exeter, observed a strange object one day in late October. Jalbert is an intelligent boy with a high scholastic record. On the day in question, he noticed a reddish cigar-shaped object high in the sky at dusk. A smaller reddish-orange disk emerged from it and slowly descended toward the ground. It appeared to draw nearer, then skimmed along the power lines and stopped within two hundred feet (his estimate) of him just a few feet over the wires. Then a silvery, pipe-like extension descended from the object and appeared to touch the wire where it remained for just a few seconds. It was then drawn up to the disk again, the disc took off at high speed, toward the cigar-shaped object,

(*See Exeter, page* 8)

Exeter . . .

(*Continued from page 7*)

and merged with it.

Fuller did not relate what happened to the cigar-shaped object. This sighting is important, however, in view of the relationship of the small disc to the cigar, and the phenomena of the "silver pipe." See article on the "Great Black-out."

"Little, Little Men" In Minn.

A new type of "little man" was described by a young man who claimed he observed three in an encounter with a "Space Ship" on a Minnesota road in October 1965. The basic story:

Jerry Townsend, 19, high school graduate and fledgling radio announcer at KEYL in Long Prairie, Minnesota, rushed into police headquarters in that town at about 7:40 p.m. on Saturday, the 23rd of October 1965. He claimed he had come upon a strange object in the road between Little Falls and Long Prairie.

At 7:15 p.m. Townsend's car rounded a curve about 4 miles out of Long Prairie when he saw an object shaped like a rocket, "about 30-40 feet high and ten feet in diameter" which appeared to be resting on fins, in the road ahead of him. Just as he came around the curve, he said, his engine, lights and radio went out, so he put on his brakes. He stopped he thought, about 20 feet from it. He said that he first thought he might have been able to knock it over with his car if his engine hadn't quit. His idea was to get "some evidence" of what he was seeing. He then got out of his car with the idea of trying to push it over.

When he got to the front of the car three little creatures which looked like tin cans on tripods, and about six inches tall, came from behind the object. They had no discernible features. Townsend stopped, near the front of his car, with no desire to go closer. He said that although he could detect no features, he felt the creatures were watching him.

After what seemd an interminable time, the little objects went under the rocket, and disappeared into it. The "colorless" light which issued from the bottom of the rocket, went out after the rocket got into the air. Then his car radio and lights came on and the engine started without his having to touch the starter. He headed for Long Prairie as fast as he could go and went to police headquarters where he told his story.

Townsend was interviewed by Mrs. Lorenzen by telephone. He seemed to be truthful and genuinely impressed by what he saw. He would not be dissuaded about the huge size of the rocket, or the diminutive size of the "creatures."

Sheriff Bain was reluctant to discuss the incident, but did say that Townsend had a good reputation. He and Long Prairie police officer Lavern Lubitz returned to the spot where Townsend claimed the object had been. They found three strips of an oil-like substance about four inches apart and a yard long, all parallel with the road. "I don't know what they were but I've looked at a lot of roads and never saw anything like them before."

Inquiries to Townsend's High School principal and one teacher brought the opinions that Townsend is an honest young man. Bain and Lubitz both said Townsend was considered dependable, of good reputation, and Bain said he thought Townsend was telling the truth about what he saw.

Townsend, when interviewed, said he realized people would ridicule him, but he thought he should tell his story anyhow. He would not change any detail of his story.

The bizarre part of this account is the size of the "little creatures." Some added and very interesting details: When the little creatures moved, it was with the "front two fins," and when they stopped they put down a rear "fin," more or less like a stabilizer. It is possible Townsend was mistaken about the huge size of the ship and the small size of the creatures. However, they were clearly silhouetted against the light coming from the bottom of the "rocket." What is striking about this account is that the "little men" were cylindrical like the ship, using three fins for locomotion, and although their tops were flat instead of tapered to a point like the ship, they generally resembled it.

Driver Harrassed By Saucer

One of the most spectacular incidents which came out of the August "flap" in the U.S. is the experience of truck driver Don Tennopir of Route 1, Beatrice, Kansas. He halted a police car and blurted out the following story to Patrolman Quenton Kessler:

"I was driving north of Highway 15 about 25 miles south of Abilene, Kansas, carrying a full load of peanuts and was en route to Lincoln, Nebraska. I guess it was about 1:30 a.m., when all of a sudden all the lights on my truck went out. Then they came back on, then went off, then back on again. About this time this thing, saucer, or whatever, went over my truck with a sizzling or wind-like blowing sound. It scared the ——— out of me. It seemed to almost touch the cab, maybe it was 20 feet in the air, and it just swooped down over the road and hovered there no more than 100 feet in front of me.

"I tell you, I was standing on those brakes. I just didn't know what was happening. It looked like it was going to fall right in the middle of the road, but it didn't. I got my rig stopped and about that time this thing raised up a bit and slowly took off to the west and then headed south. I don't know how long it was there. It seemed longer than 20 seconds, but I was just too ——— scared to tell time.

"The thing looked round to me, I'd guess it was about 14 or 15 feet in diameter and sort of orange colored. This thing was shooting off reddish rays, kind of in spurts. The rays weren't really steady, kind of flashing.

"The object appeared to be like a saucer. I'd guess it was about two feet thick and the edge was round. There was a hump or something like that, in the middle. This hump stuck up about four feet or so. There was a dark spot in the hump, and this might have been a window or something. I just don't know." Unquote.

Patrolman Kessler later told Ed Corwin, reporter for the Abilene Reflector-Chronicle, that Tennopir was visibly agitated, and very pale when he related his experience. Corwin was called out of bed to hear Tennopir's story, and spent some time with him while he drank coffee and tried to quiet his nerves.

Blinking UFO Over Denver

Dozens of Denver, Colorado residents called authorities to report an unidentified object over the city on Sept. 27, which exhibited a chain or string of blinking lights with a red blinking light "in front or on top." Officials at the Stapleton International Airport Traffic Control tower who also saw the object said it appeared to be a sign with sequence lights blinking on and off. FAA officials suggested the object was an air advertising plane with a malfunction in the sign's electrical system, which made the sign unreadable. No record of an advertising plan over Denver turned up, however.

Two boys, 12 and 14, reported that they had seen two objects that same night — one over the Martin Company plant and another hovering over northeast Denver. The one over the Martin plant was a "big silver disc," they said, but no description was given of the other object. Mr. Walter Renelt reported an enormous star, "10 times brighter than the brightest star" which he observed for 15 minutes.

This one's for you, bud.

**This page is dedicated in great appreciation,
to Peter Davenport**

of the

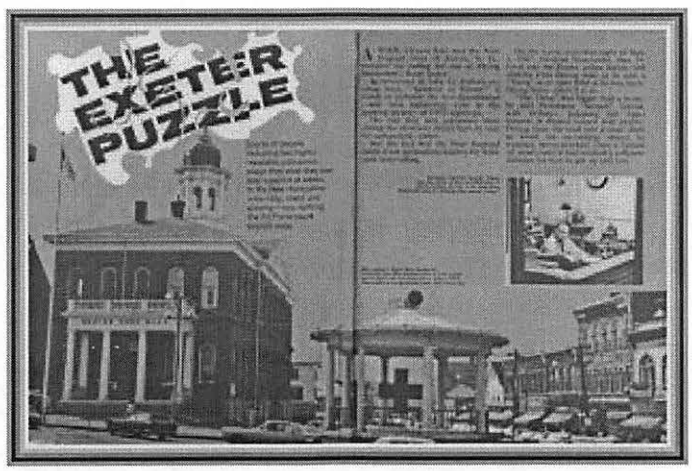
National UFO Reporting Center

**The web's most comprehensive and up to date UFO information source
Provided by America's foremost UFO Reporting Agency In continuous operation
since 1974**

From the TRUE Report On Flying Saucers, 1967

The Exeter Puzzle

**Scores of people, including two highly reputable policeman,
swear that what they saw over a period of weeks in the New Hampshire area
- big, silent and glowing - was nothing the Air Force could explain away.**



***Main square in Exeter, New Hampshire,
a typically quiet New England town of 7,000 people,
none of whom had ever seen a flying saucer before.
Police station is located behind Town Hall (lower left)***

A wide, 10-acre field near the New England town of Exeter, N. H., provided the setting for one of Flying Saucerdom's finest hours.

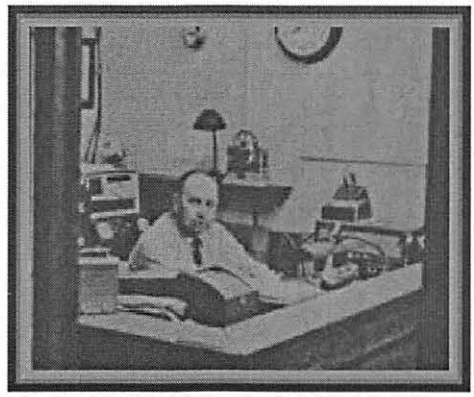
As recounted in John G. Fuller's exciting book, "Incident at Exeter," it stands as probably the best-documented - and most tantalizing - case in the growing mystery of UFO sightings.

The fact that two policeman were among the observers didn't hurt its case for authenticity, either.

Nor the fact that the New England locale is not particularly known for wild-eyed story-telling.

On the warm, moonless night of Sept. 3, 1965, Norman Muscarello, then 18, burst into the Exeter police station, still shaking from having seen, as he was hitch-hiking home about 2 a.m.

"The thing" was bigger than a house, he told Patrolman "Scratch" Toland, with brilliant, pulsating red lights around. It floated toward him silently. Diving from the road into a small ditch to avoid the on-coming object, he watched, terror-stricken. Then it backed off slowly until it had reached a sufficient distance for him to get up and run.



Patrolman Reginald "Scratch" Toland
was first person to hear incredible story of saucer landing.
He was at the desk when Muscarello came in, shaking,after seeing "Thing".

At the same time, Patrolman Eugene Bertrand, an Air Force veteran, was cruising when he found a lone woman at the wheel of her car just two miles outside Exeter. Still badly shaken, she told how a huge, silent, airborne object had followed her for 10 miles, at only a few feet's distance from her car. It, too, had brilliant, flashing red lights. When she reached the Route 101 overpass, the UFO took off at a great speed. Officer Toland, putting the stories together, instructed Bertrand to return to the open field with the boy.

Patrolman Hunt points to spot in the field where he saw the fluttering movement of UFO. Patrolman Bertrand was in Air Force for four years and swears UFO he saw was not a plane, a helicopter or balloon.

While Officer Bertrand was shining his flashlight toward the tree line, the horses in a nearby corral began kicking and whinnying, dogs began to howl. Muscarello then let out a yell: "I see it! I see it!"

What Muscarello and an astounded Bertrand saw was a brilliant round object rising up silently over the pines. All of a sudden the entire area was drenched in a brilliant red light as the object fluttered toward them, still noiselessly. Racing back to the patrol car with the boy for fear of radiation, Bertrand reported to the station, "My God, I see the damn thing myself!"

Moments later, Patrolman David Hunt pulled up in another cruiser. He had heard Bertrand's exclamation on the radio and decided to see for himself. He got out and observed the slow, rocking movements of the still-pulsating object moving slowly across the tops of the trees and toward Hampton.

Exeter:

(*) Eugene Bertrand on Fowler's Invest. form

o o o o 4 red lights arrayed at an angle & flashing.
"so bright than they created a halo". (But clear sky)

object moved
object size of "grapefruit at arms length" at closest
BUT originally only size of "quarter".

Guess at distance: 100' at closest.

(*) David Hunt via Fowler's

o o o 3 flashing red lights at an angle.
60°
Brighter than "headlights at close range".
(also "so bright they created a halo effect").

objects motion:
apparent size = "quarter"

Guess at distance c. 2½ miles. or c. 1⅘ at closest.

(*) Fowler summary of 3 witnesses: all said that line of lights rocked back & forth several times in flight.

(*) The 1st Unidentified Woman tells Bertrand that a brilliant red glowing object had chased her car & dived at her auto several times. She was shook up & convinced that the thing had left and was parked as a "star" on the horizon.

Trudeau:

(*) 4 lights arranged at an angle of flashing red.

"So bright they created a hole." (not clear why)

Dyson Bertrand on Tomkin's Invention

object moved

object size of "equilateral to arm length" at closest

BUT originally only size of "quarter."

Cases at distance: 100' at closest.

(*) 3 flashing red lights at an angle.

So: brighter than "headlights to close range."

(also "so bright they created a hole effect")

Lord Trent on Tomkin's

objects motion: →

apparent size = "quarter"

Cases at distance c. 2½ miles, or c. 1½ at closest.

(*) Tomkin's summary of 3 witnesses: all said that line of lights rocked back & forth several times in flight.

(*) The 2½ Unidentified Americans (Bertrand) that a brilliant red flashing object had closed in on & dived at her auto several times. She was shaky by & convinced that the thing had left and was parked as a "star" on the horizon.

Via Fowler Summary as said to officers Bertrand & Hunt.

(*) Muscarello believed object rose from behind/in woods & moved forward over house. Why? House was "bathed with a red glow". Object was > home in ⟷.

Muscarello in panic at police station.

Via Fowler Summary

(*) Once back at field, no object — BUT then object rose above trees again. — M. & B. were in field at time so obj has to gain even more altitude to clear trees.

It "swung around" a tree only 100' away.

Blinding Its so bright they feared burning!

Lights seen as part of single dark object.
(Light brightness obscured ability to see shape).
