

1966: nr. Cherry Hill, NJ

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THE UFO OBSERVER

by Charles Paulus

My wife and I first encountered this strange aircraft, Sunday, Oct. 30, 1966, at 1:30 AM-EDT, while traveling west, in our 1966 Chev. Station Wagon, when, at the intersection of Rt 38 and Coles Ave., traffic circle with a traffic light in the center to control traffic going east and west. We stopped to wait the green light, as we proceeded after the light changed, going from 0 to about 45 MPH, the complete area became daylight. We slowed down thinking the headlights on our car had become dim and switched to high beam and this seemed to make no difference. We stopped in the middle of the road (Rt 38), as there was no one on the highway, as I looked up through my window as best I could, as the window was up due to the cold weather, and saw this very large dirigible shaped aircraft hovering to my left at treetop height, facing or heading west. I wound down my window and climbed halfway out, and looked directly up at the starboard side of the ship, which had a row of very large "AMBER" colored windows, whose surface was diffused, as if the surface was sandblasted to give a degree of opacity. They were approximately 20 feet wide, and 30 feet high, running the entire length of the starboard side of the airship.

The ship then yawed slightly and slipped sideways, which was a controlled maneuver, going north from south at tree height with absolutely NO NOISE, which passed directly over the car. At this moment I had taken a seated position on the window sill, with my arms upon the roof of the car, and looked up right into the brilliant white as it hung motionless for a split second. These lights are very large round electric arc or quartz type lights, there are two of them, one on each side of the centerline, recessed into the bottom of the craft. We estimate these lights to be about 10 feet in diameter, each. We feel these lights are part of the propulsion and exhaust system, which could be used in conjunction as landing lights, or as a metering device to control altitude and the attitude of the dirigible. These lights appeared to resemble a spinning internal mechanism, which sparked and emitted, what appeared blue smoke, or vapor, as do some arc lights.

I shouted to my wife to pick it up on her side of the car (passenger), which she did, as the ship moved over the car toward the north and again hung motionless, where we could see the complete port side of the ship, which also had a row of "AMBER" windows, which were the same as the starboard side, running the length of the port side. The ship hovered over the treetops to our right, at about 100 feet to the north side of Rt 38. After we viewed the port side for a few minutes, we decided to continue on our way, not that we were afraid, but we had to pick up Mr. & Mrs. Richard W. Hartman, of Lenola, N.J., who were waiting for us in Camden, N.J., which was the reason we were on the highway at that hour of the morning, also we felt that the aircraft, if it were going to crash, or make an emergency landing, it

would be there when we got back as we pass there on the return trip.

We picked up Mr. & Mrs. Hartman as arranged, and on the way back, heading east on Rt 38 about 3 AM - EDT, we were explaining to the Hartmans the strange dirigible airship that we saw, and that it might be still in the area where we saw it. We passed under the overpass of Haddonfield Road, Cherry Hill, N.J., and slowed down to about 10 MPH or so, to scan the area for this strange aircraft, when we looked past the Cherry Hill Inn to the plant, we could see this strange dirigible was attached or hovering above the roof of the R C A plant. The R C A plant was a mass of lights and considerable activity upon the roof. We pulled up and parked at the entrance road to the R C A plant. We watched and made a detailed study of the ship, between the 4 of us. We parked there for about 10 minutes. The ship is silver, metallic, egg or dirigible shape, approximately 342 feet long, and 138 feet high.

It has approximately 14 windows, which are "Amber" in color, on each side of the ship. These windows are approximately 20 feet wide, and 30 feet high, which forms an "AMBER" band down each side. These windows, when the ship is parked or hovering, or in flight at approximately 50 MPH land speed in our atmosphere are still AMBER in color. The nose of the ship is like a large beacon which covers the entire front cone and pulsates as a diffused white light from which we could see that a radar type probe antenna was protruding from the cone type light, and from which we could see that a line or a cable was attached, and was in contact with the R C A roof, in the area of one of the large tripod antennas, which extends 20 to 30 feet above the roof. There are several pulsating or blinking lights on the edge of the ship at the top, from front to back, they are BLUE, Green, and RED, they are large globes or beacon type lamps, which pulsate at a controlled or regulated timing sequence. These appear to be the running or flight lights. The brilliant white light which emits from the bottom, is only visible or on when the ship is in flight, not while hovering or landed as we saw it. There was no landing gear visible while in flight or hovering or hovering over the landing site, or landed. There appears to be a section of the round bottom part of the ship which resembles an exit or entrance way, by what looks like a cable type ladder to the roof of the R C A building, which could be the hoisting cables of an entrance ramp.

We parked there for about 10 minutes, and then moved to the Cherry Hill Apts., parking lot entrance, and parked there for about 5 minutes and observed the tail or rear of the ship. We vacated the area, because we felt we might be observed and overstay our welcome.

The cone type light of the nose of the airship was made up from several curved sections, to form the cone, as we could see the seams, where the sections were joined together. This light is also made from material that appears to be sandblasted, and diffused to give the opacity similar to the Amber windows.

These lights do not blink as one would say a light blinks in a sign or a display, but goes off at a very lazy pulsing, or as if a second passes between the on and off.

(Turn to Page 7.)

Highly detailed report...
Very odd relationship to
technological plant.

Etsewhan Summer 1990

Thoughts on the Paulus Sighting

by Mark Gardner & Magnús Eiríksson

This UFO sighting is very fascinating. Of course, as in most of these things, one might be tempted to excuse it as a hoax and forget about it. Okay, it *could* be a hoax. But why go to all of the effort? The evidence in the story told by Mr. Paulus reveals interesting clues as to the identity of this UFO, if you assume that it was a genuine sighting. Here's what we think about this sighting:

Mark: What kind of terrestrial craft have rows of windows on their sides? Passenger craft. Buses, trains, subways, airliners, etc., all have rows of windows for their sight-seeing passengers to look out of. A "flying saucer" with a row of windows suggests a "tourist" craft of some sort. If the UFO had not been seen in proximity to the RCA plant, I would have theorized that it was a time machine with sight-seers from the future. The association of the craft with the RCA plant is important. This is, in all actuality, the most important piece of evidence. The "mass of lights and considerable activity" makes it clear that the UFO was some sort of test craft. The lights and activity was the ground crew. It was not extraterrestrial.

Magnús: The detail in this sighting report is incredible. I have rarely heard of one with such detail. In most UFO sightings, there is a story of a disc-shaped object with few additional details. The fact that the object was seen so long and in conjunction with the RCA plant proves that it was a test vehicle of some kind. Sorry, no aliens.
