

II. The USAF documents.

This section of the document packet includes the majority of the Bluebook materials on the case from Wright-Patterson's files. It begins with the Project Record Card for the case file, and the case report forms which were in use at the time. Various records of phone conversations and a few signed statements were taken. (Note especially that Dr. Hynek's assistant, Dr. William Bowers, was involved with the case, though, unfortunately not in an intense enough manner to straighten out the Air Force's mess on this one). The various (superficial) checks made by Bluebook chief officer, Major Hector Quintanilla, are included. He refers to these later in his interview with the witnesses, citing the checks as if they were the final authoritative statements within which all reasoning on the case must reside.

As you peruse these documents you will notice the relative shallowness and un-care here vis-a-vis the Weitzel NICAP material which follows. Occasionally I will make marginalia notes, in as unobtrusive a way as possible, if I believe that there is something of an "insider" or interpretive nature that I can add to your enjoyment of the documents. Such marginalia will be [bracketed] and initialed "MDS".

PROJECT 10073 RECORD

1. DATE - TIME GROUP 17 April 66 17/1000Z	2. LOCATION Ravenna, Mantua, Ohio <i>17/Apr/66</i>
3. SOURCE Civilian	10. CONCLUSION 1. PHOTO: (PROCESSING DEFECTS) 2. SATELLITE 3. Astro (VENUS)
4. NUMBER OF OBJECTS One Reported	
5. LENGTH OF OBSERVATION SEE CASE FILE	11. BRIEF SUMMARY AND ANALYSIS SEE CASE FILE <i>Ravenna Case</i>
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE West to East, Hovered	
8. PHOTOS <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

PROJECT 10073 RECORD

1. DATE - TIME GROUP 17 April 66 17/1000Z	LOCATION Ravenna, Mantua, Ohio	17/Apr/66
3. SOURCE Civilian	10. CONCLUSION 1. PHOTO: (PROCESSING DEFECTS) 2. SATELLITE 3. Astro (VENUS)	
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6. TYPE OF OBSERVATION Ground-Visual	<p><i>Ravenna Case</i></p>	
7. COURSE West to East, Hovered		
8. PHOTOS <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

[The Photos refer to a very doubtful simultaneous picture taken by a police chief in another town, Mantua, Ohio. Also note USAF conclusion. MDS.]

Spaur: O

U.S. AIR FORCE TECHNICAL INFORMATION

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

1. When did you see the object?

17 April 66
Day Month Year

2. Time of day: 5 04
Hour Minutes

(Circle One): A.M. or P.M.

SUNRISE 5:38 A.M.

3. Time Zone:

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

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

4. Where were you when you saw the object?

St. Rt. 224 ATWATER PORTAGE
Nearest Postal Address City or Town State or County

5. How long was object in sight? (Total Duration)

1 35 0
Hours Minutes Seconds

a. Certain
b. Fairly certain

c. Not very sure
d. Just a guess

5.1 How was time in sight determined? IT CAME RIGHT OVER OUR CAR & STOPPED.

5.2 Was object in sight continuously? Yes X No _____

6. What was the condition of the sky?

DAY
a. Bright
b. Cloudy

NIGHT
a. Bright
b. Cloudy

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

(Circle One): a. In front of you X
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

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

8.1 STARS (Circle One):

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

8.2 MOON (Circle One):

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

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

CLOUDS (Circle One):

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

WEATHER (Circle One):

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

10. The object appeared: (Circle One):

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

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

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

11.1 Compare brightness to some common object:

A welder's light.

Electric welder.

12. The edges of the object were:

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

e. Other _____

13. Did the object:

(Circle One for each question)

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

14. Did the object disappear while you were watching it? If so, how? *NO*

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

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

it moved behind: *yes about 20-25 seconds going into
Rogers tower pass it stopped and ~~waited~~ waited for*

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

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

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

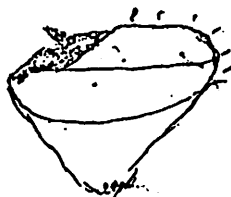
a. Sound *Just a humming sound.*

b. Color *Blue white & silver*

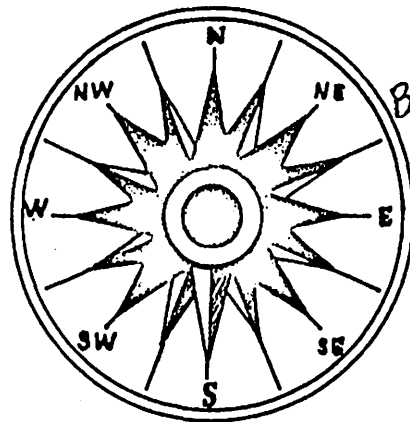
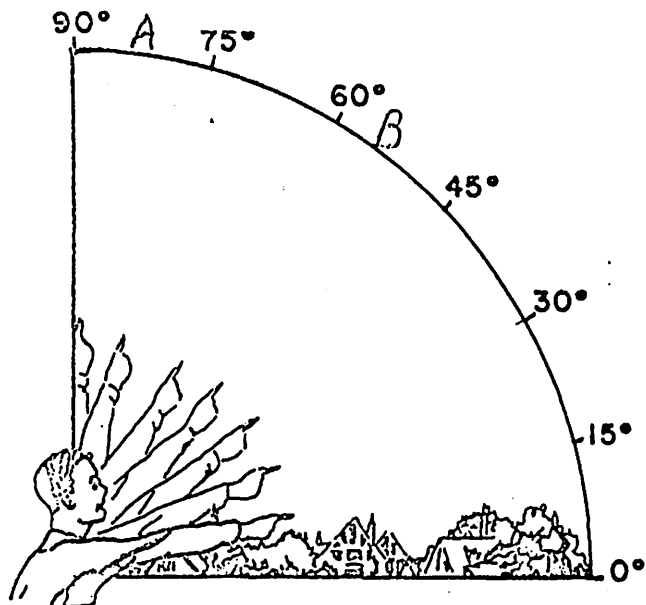
18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?

*This object was 35- to 50 feet across
and about 15-18 feet high ?* [In the Quintanilla interview, Dale
Spaur laughs about trying to cover
this UFO with a matchstick head. MMS]

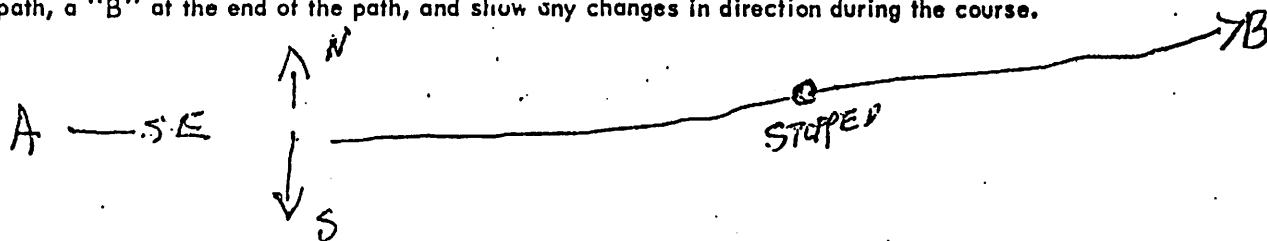
19. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.



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



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



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

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

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

No

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

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

31.2 Please list their names and addresses:

W. L. NEFF SHERIFF'S OFFICE

32. Please give the following information about yourself:

NAME Sparr Dale F.
Last Name First Name Middle Name

ADDRESS 3027 Douglas Blvd Revere MA
Street City Zone State

TELEPHONE NUMBER X AGE 34 SEX M

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

None.

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

16 April 66 SGT. Schaenfeldt,
Day Month Year

34. Date you completed this questionnaire:

10 May 66
 Day Month Year

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

THIS Vehi/or? was able to move up & down on to the right or left. Could stop & start any time. There was only one thing sticking out and I thought it to be a radio antenna. And it seemed to be Silver. The light would get brighter as it went higher.

[I believe that the 2nd word above is Vehi/or?, meaning "Vehicle or whatever it was". MDS.]

[also, markings on the documents, such as the Q (for Quintanilla) above, were made at Wright-Patt by Bluebook personnel - very often Allen Hynek. MDS.]

Nello

Ravenna

U.S. AIR FORCE TECHNICAL INFORMATION

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

1. When did you see the object?

17 April 1966
Day Month Year

2. Time of day: 5 04
Hour 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
b. Standard

4. Where were you when you saw the object?

St Rt 224 Astoria Postage County
Nearest Postal Address City or Town State or County

5. How long was object in sight? (Total Duration)

1 35 ?
Hours Minutes Seconds

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

5.1 How was time in sight determined? It came right over our car & stopped

5.2 Was object in sight continuously? Yes No _____

6. What was the condition of the sky?

a. DAY Bright
b. Cloudy
NIGHT
a. Bright
b. Cloudy

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

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

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

8.1 STARS (Circle One):

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

8.2 MOON (Circle One):

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

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

CLOUDS (Circle One):

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

WEATHER (Circle One):

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

10. The object appeared: (Circle One):

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

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

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

11.1 Compare brightness to some common object:

12. The edges of the object were:

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

e. Other _____

13. Did the object:

(Circle One for each question)

- | | | | |
|---|--------------------------------------|----|------------|
| a. Appear to stand still at any time? | <input checked="" type="radio"/> 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? | <input checked="" type="radio"/> Yes | No | Don't know |
| f. Change shape? | Yes | No | Don't know |
| g. Flash or flicker? | Yes | No | Don't know |
| h. Disappear and reappear? | Yes | No | Don't know |

14. Did the object disappear while you were watching it? If so, how? *no*

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

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

* it moved behind: *a hill while we were on route 51 about 1/2 to 1 mile east of Rochester Pa*

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

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

in front of: _____

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

a. Sound *a small humming sound* ✓

b. Color *bright white or silver maybe even blue* ✓

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

to hold a match stick at arm's length it would of covered the whole match & your hand or fist also

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

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



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

(Circle One) Yes No

IF you answered YES, then what speed would you estimate? 103 miles per hr. ground speed

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

(Circle One) Yes No

IF you answered YES, then how far away would you say it was? 150' to 200'

22. Where were you located when you saw the object?
(Circle One):

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

23. Were you (Circle One)

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

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

24.1 What direction were you moving? (Circle One)

- | | | | |
|--------------|---|--------------|--------------|
| a. North | <input checked="" type="radio"/> c. East | e. South | g. West |
| b. Northeast | <input checked="" type="radio"/> d. Southeast | f. Southwest | h. Northwest |

24.2 How fast were you moving? 103 miles per hour.

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

(Circle One) Yes No

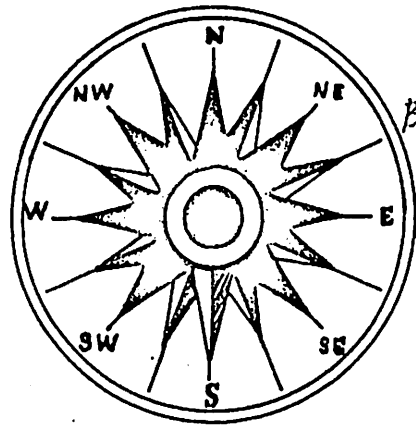
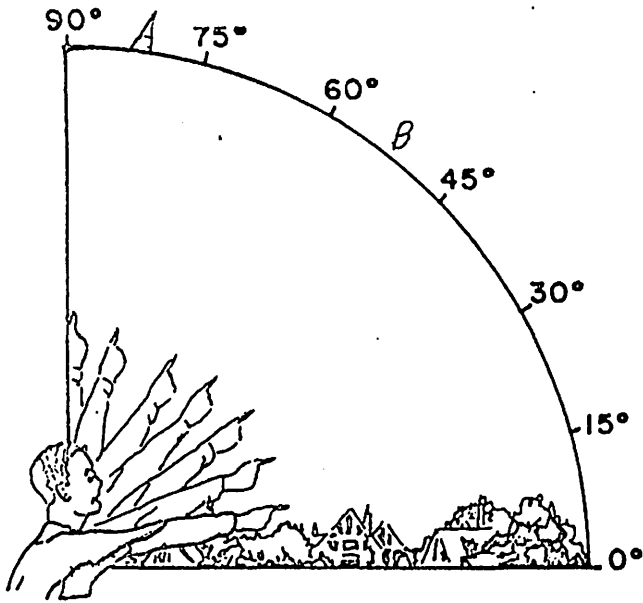
25. Did you observe the object through any of the following?

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

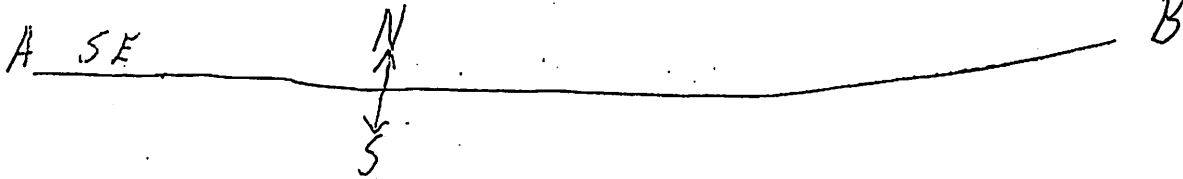
26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

I never seen any thing like it before

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



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



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

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

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

no

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

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

31.2 Please list their names and addresses:

D. F. Sparr Sheriff's office

32. Please give the following information about yourself:

NAME *Neff* *Wilbur* *Louis*
Last Name First Name Middle Name

ADDRESS *8693 ST RT 14* *Shutesboro* *Ohio*
Street City Zone State

TELEPHONE NUMBER *626 4507* AGE *21* SEX *M*

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

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

 16 *April* *66*
Day Month Year

Sgt Shoemfelt

34. Date you completed this questionnaire:

10 May 66
Day Month Year

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

This vehicle or? whatever it was
could maneuver up/down sideways or straight
ahead. It also could hover in on spot
or it seemed like could. depends on the angle
in which you were looking at it

[Note the similarity of Nelf's answer here to Spaur's.
They almost had to be "looking at one another's test
papers" when they wrote this down. MDS.]

REPORT BY TELEPHONE CONVERSATION 18 APRIL 1966

Summit
Ravenna

SHERIFF SPAUR, RAVENNA, OHIO.

0506 when I got back from my cruiser, I was checking an abandoned vehicle on 224, very bright light, first attracted. Came from West in an eastern direction, passed over us to the North side of the highway. I believe there was a partial moon due East of us. There was one other object like a star, right of the moon on South of moon at 3 o'clock. The only shape was the roundness of it, unperfect circle, egg shaped, almost like oblong, but not real oblong. So bright that we couldn't look directly at it. It came out of a deep wooded area. Came from the West towards us. We just disregarded it at first. Just a routine patrol. Partner he also observed it. He was to the right of the car. Thought someone might come walking out of the woods. Waited to make sure no one was walking behind us. Very low on the horizon. The other car was watching it from two roads above it. It was not more than 150 feet over the one area. Didn't have a red light. No wind. When it came over us it lighted the whole area. The ground was lighted by this object. Like looking at arc welder, blue-white light. The only sound heard was a humming sound like a power transformer, no thrust like from a jet. No sudden surge of power. It went to the north side of the road. Angled slightly, bottom came across 224 on the south side of road, started going East. Slow movement. We ran back and had a camera. Kept under surveillance till it could be possibly photographed. Those were our instructions after we had called in. The Mantua Police had photographed the object. We have a copy from Mantua. Major Quintanilla explained

Q
Answer

Q
✓
11

5 15
23
5 38
111

Ravenna
X = 70° 40'
φ = 38°

OVER

T
Ms.

to Sheriff Spaur that we were interested in the negative then we could blow it up. Spaur said he was pretty sure the sheriff would give it to us. Object was first going 80 - 83 mph. Had to make a turn on the roadway. The vehicle stayed right with us and came back to its line. 103 - 104 mph. Followed it through Mahony county into Columbia County. Cruiser with Patrolman Houston observed object. Object got ahead of us once. It seemed as if we were going to lose it. It dropped 500 ft alt. At route 51 that thing was waiting on us. Started moving again, East Palestine into Conway, Pennsylvania, till 15 miles from Greater Pittsburgh Airport. Running out of fuel. Conway had been watching the object. It was after 6 am when they stopped looking at it.

(24?)

[The blank here is probably not the product of censorship as the natural end to the statement comes as it should. It is possible that some other matter continued on the 2nd half of the page. W-Pat files usually don't bother to cut off blanks bottoms to pages, so something was probably down here, but what?] MBS

PHONE CONVERSTIONS WITH BILL POWERS AT NORTHWESTERN UNIVERSITY,

18 APRIL 1966.

Bill Powers made some phone calls. Called Portage County. Spaur & Neff were in conference. On state route 14 noticed a lighted object going down behind woods. While they were out of squad car. Stopped over the car. Bright enough, it was like daylight.

Called the home radio base in Ravenna. Asked them what to do.

Told him to keep calm and keep it under observation. When it took down highway they followed. He didn't get any

pictures. Followed it, in radio contact with home base. They clocked it for 10 miles, they were driving 83-84 mph. Got near East Palestine, contacted a man in Police, Wayne Houston. It very high speeds. Lost it going across river and finally stepped at Conway. On route 14, almost all the way, into the rea

of ElaCripa. Went until Conway. Another Police car and somebody was watching the object. He turned around and went back home.

Houston heard the radio contacts going on and was listening, getting within 10 miles established contact. He didn't see until they were five miles away. It was traveling down going SE. He got his car and joined it and described. "Top traveling sideways". Very bright

with no special lights. No markings, no turning. As they went into Rochester, thought they saw an antenna. Powers thought we should send someone down to get the right directions. Thought

one critical point was when Houston first saw the object. Saw it come over the trees, only five miles. /There is some confusion

getting near dawn. By getting over Pennsylvania. They probably started out with a real object, they actually lost it and then saw

Venus. All they would see was tiny bright light in sky. None

noticed other stars,.

Mr and Mrs Kenneth Taylor in Conway saw object. Powers had
talked to them. As far as he could tell they saw Venus. The
Taylor's would look again and see if it was Venus. SPaur had the
impression that there was a police car in Conway watching object.

// 72

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 911TH TROOP CARRIER GROUP, MEDIUM (RESERVE) (CONAC)
GREATER PITTSBURGH AIRPORT, PITTSBURGH, PENNSYLVANIA 15231



REPLY TO
ATTN OF: CSS-I

SUBJECT: UFO Statements

Ravenna Coe

17 MAY 1966

17/Apr/66

210

TO: Project Blue Book TDEW/UFO
Wright-Patterson AFB Ohio 45433

1. The attached statements are submitted as requested 16 May 66.
2. Mr. William Aber does not wish his signature associated with his statement.
3. Patrolman Frank Panzanella will assist in any way he can. However, he stated emphatically, he does not wish involvement in any way with the News Media.
4. Mr. Wayne Huston, formerly Patrolman Wayne Huston does not wish his name identified with his statement. He has been harrassed by news media and private organizations also individuals. He has been misquoted by news media and is constantly bothered by telephone calls. Possibly the above mentioned may have been a deciding factor Mr. Huston resigned his position with the police force and accepted employment in another area.
4. All three individuals contacted were very cooperative. However, Patrolman Panzanella and Mr. Huston are strongly opposed to the news media and their misinterpretation of the incident.

FOR THE COMMANDER

Eugene F. Rehner
EUGENE F. REHRER
Information Officer

- 3 Atch
1. Statement, Mr. Huston
 2. Statement, Mr. Aber
 3. Statement, Panzanella

LEE'S AUTO SALES

Rambler Sales and Service

Columbiana 482-3471

318 N. MAIN ST.

Youngstown 549-2466

COLUMBIANA, OHIO

210

It was Sunday A.M. April 17, 1966 when over the Police Radios I heard the Summit County and Portage County radio operators advising their Patrol Cars of a report of a flying Object reported by a woman. Later the Portage Patrol Car reported to his office that he had seen the object and was following it. He was following it east and towards Columbiana County. As he came through Columbiana Ohio went to Route #14 and waited. At 5:30 A.M. the object went over me at what I thought was around 800'. The object appeared to look like a large Ice Cream cone pointed down. The pointed part didn't look like a solid looked more like light beams. At that time I pulled out and caught up with the Portage County Patrol Car and followed behind him on into Panna. The object was traveling at speeds of 85 to 105 ground speed. At the entrance to Brady Run Park we lost sight of it. We went on into Bridgeport and then we saw it again. We followed it into Conway, Panna where a Conway Police Officer had his office to call the State Nat. Airport. At that time I returned back to East Solon, Ohio.

Zelmae Houston.

ATTN: #1

May 17, 1966

210

To whom it may concern -

I was on duty as a Watch Supervisor in the Greater Pittsburgh Tower during the periods of 0000 - 0800 EDT on the day of April 17 1966.

I received a report from some local police agencies that an unidentified flying object had been sighted in Ohio and had been followed into an area of which I had radar surveillance. I observed nothing on the radar presentation that coincided with the reported object nor did I observe any other radar returns.

William L. Aber

P.S. Since this statement is being submitted to the military representatives at my home on my regular scheduled day off duty and not through the channels of the Federal Aviation Agency, I would request that my name be withheld from public use.

William L. Aber

Nat
May 18, 1966

710

At 5:20 A.M. stopped at Conway Hotel and had a cup of coffee. I then left the hotel coming down Second Avenue to 11th Street and made a left turn on 11th Street proceeded up the hill. Looked to my right and saw a shining object. I thought it was a reflection off of a plane. I got to Mickey's Lounge on the top of the hill and I looked back and it wasn't moving so I turned the police car around and came back down 11th Street and went to Adamowski Service Station on 10th Street and Route 65. I then got out of the police car and looked at the object again. I rubbed my eyes 3 or 4 times but didn't say anything to anyone for the time being. I saw 2 other patrol cars pull up and the officers got out of the car and asked me if I saw it. I replied SAW WHAT! They pointed to the object and I told them I had been watching it for the last 10 minutes. The object was the shape of a half of football, was very bright and about 25 to 35 feet in diameter. The object then moved out towards Harmony Township approximately a 1,000 feet high, then it stopped then went straight up real fast to about 3,500 feet. I then called the base station told the radio operator to notify the Pittsburgh Airport. He asked me if I was sick. I told him if I was sick so were the other 3 patrolmen. The operator got the airport on the line and told them what happened, he told them to hold the line and in the meantime we kept watching the object and at that time a passenger plane passed to the left about 1,000 feet below the object. We relayed the message to the operator and he relayed it to the airport. The object continued to go upward until it got as small as a ballpoint pen. Then we received a message to make a phone call. We proceeded to the Rochester Police Department and made the phone call. Officer Parr talked to someone and then we returned to Conway Police Department where I gave Officer Parr my name and gas for his police car to return home.

The object was in my sight from 5:20 A. M. to 6:15 A. M.

Patrolman Frank Panzanella

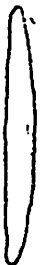
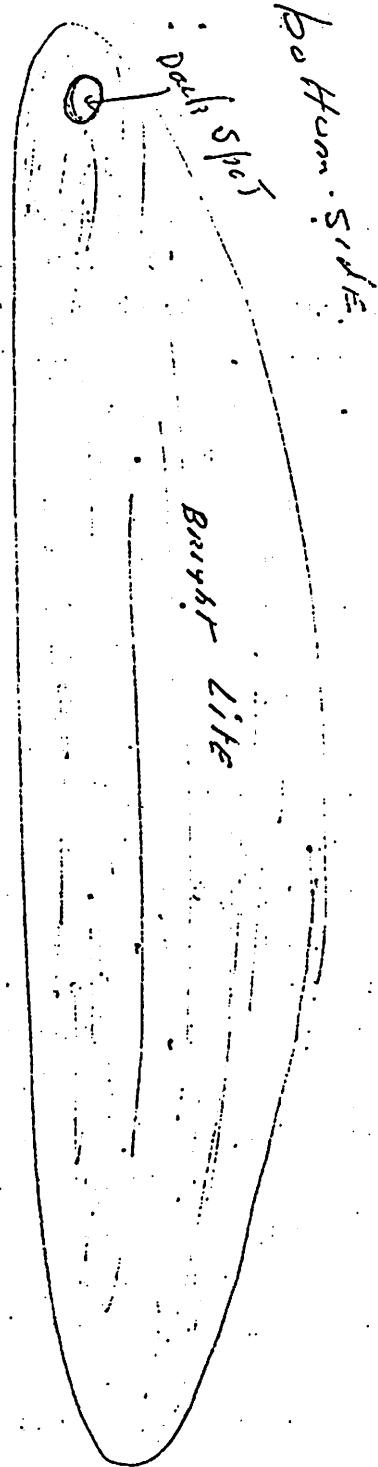
Frank Panzanella
Conway Area Police

(over)

ATCH #3

Noise would be like that.

210



Distance

Calls of 18 Apr 66 on Northeastern Ohio & Pennsylvania Sighting of 17 Apr 66.

Associated Press, Columbus, Ohio (0815) We have not received a report from Northeastern Ohio as yet, therefore, we could make no comment.

Joe Collier, Maine - 3- 1111, Cleveland Press - Informed us that two deputies Sheriffs, from Portage County also observed object. Deputy Sheriff W. L. Neff of Ravenna, Ohio area code 216. Followed object to Pittsburg. Also said Buchert is holding a picture subject to request by Air Force that it not be shown. Major explained that all were interested in is the original negative and he can do whatever he wants to do with them. Understood that the Air Force at Youngstown Reserve at Vienna sent up planes.

^{Koch}
Mr Tom/Geek, WHLO News - I have no information on the sighting as yet. I have a call into Mr Neff and one to Mr Buchard. Wanted to know if anyone from W-P be coming into Portage County. As of right now I don't no until I get some detailed information.

Phones 253-7101 Main Number ~~MM~~ for WHLO, private number of newsroom 253-2716, area code 216. Tom Koch

Don Oliver, NBC News - Have no information as yet.

WKLN News - No information as yet. We had not been able to get in contact with the witnesses as yet.

CALLS OF 19 APRIL 1966

Record Courier, Ravenna, Ohio, Carol Clap. Do not plan to send anyone to the area. We will examine the film after its received. We have received information from Spaur on the telephone. Its impossible to recreate the scene.

JACK JONES, DAYTON DAILY NEWS. Gave him same info as above

WHLO NEWS AKRON - same info as above.

Memo for the Record

Monday, 18 April 66, Aiman Elmer placed a call to Sulpher Grove to find out the general wind directions in the eastern ohio area. Winds were westerly from the surface up. They launced a weather balloon at 0030 and it would not have been the cause of the sighting.

The wind data (Surface up to 50,000 feet) was obtained from Major Smith.

On 18 April 66 the following ~~agencies~~ agencies were called to find out if a ballon was in the area at the time of the sighting.

National Center For Atmospheric Research (NCAR)
Boulder, Colorado
Dr. Alvin Morris (AC 303) 443-1960 ext. 502

Negative

Balloon Control Center
Holloman AFB, New Mexico
Robert Slaven Autovon 553-1360
Negative Suggested 4th Weather Group at Goodfellow

4th Weather Group
Goodfellow AFB, San Angelo, Texas
Autovon 733-1640
Negative

Office of Naval Research (ONR)
Henry Demboski Direct 86-64723
Negative - No launches of balloons at Churchill, Canada.

Weather Bureau, Akron, Ohio
216/896-1311

Negative - They dont launch balloons.

Youngstown, Ohio launches a balloon every 6 hours
Columbus, Ohio also launches a balloon every 6 hours
They would not be the cause of the sighting.
No other known balloon launches in the area.

WIND DATA for the Northeastern Ohio Area 17 April 1966

<u>ALTITUDE</u>	<u>DIRECTION</u>	<u>SPEED</u>
2,000	120	15
5,000	LV	10
8,000	280	12
10,000	290	12
14,000	330	10
20,000	330	25
25,000	320	45
30,000	320	45
35,000	310	50
40,000	300	45
50,000	290	30

[This is an especially important document in this case as it indicates very slow wind velocity near the ground, despite the 80 to 100 mph "chase" that the UFO led the police upon. It is this critical data which requires the object to be powered. MDS.]

UFO REPORT RECEIVED OVER TELEPHONE FROM GREATER PITTSBURGH, AIRPORT, 18 Apr 66

Sheriff Spaur, Ravenna, Ohio, spotted object 0300-0600, 17 Apr 66. First sighted in Ravenna along Route 224 and 44, followed object to Conway for about 80 miles. Object seemed to take off from ground, oblong, shaped with antenna projecting from it. There were no colored lights only a very bright silvery radiance, object flying 500 feet over vehicle. It would slow down and speed up and then go very fast. The glow was so bright it blinded the driver of the vehicle. Object going due East. Witnessed by people from Ravenna and Conway. Three more from Sheriff's office. Two cars followed object along this route. Dep Sheriff Dale F. Spaur, was observer. Pittsburgh didn't send up any aircraft. Have flying box cars 119, is all they have. Air National Guard was contacted to scramble their 102's but they didn't since nothing showed up on radar. The 102's were not scrambled. ✓

They belong to the Air National Guard. The release on the sighting was broke from the Sheriff's office at East Palestine, Ohio and Conway, Pa. He has tried to contact the police at Conway and Rochester, Pa. They refuse to give the AF any information. Pittsburgh did not release anything to the press. To his knowledge the Air National Guard did not release any information. The responsibility is the Air Force's so they take it. Air National Guard Number is area code 412 264-3380, Colonel Philippe. Pittsburg will call us if they have more info (Eugene Reher)

?

Memo for the Record:

19 Apr 66

Subj: Radar Report for 17 Apr 66, 0530 - 0615

Conversation with Oakdale, Pennsylvania, 662d Radar Sq (SAGE),
Allegheny County, area code 412, 276-5800. ^{4/17/66} Lt Parkett in charge.

There was nothing on radar on 17 April 1966 between 0530 and 0615.

NEGATIVE.

V66-14

UNCLASSIFIED

SUBJECT: UFO (Mantua, Ohio)

ANALYST: Major Quintanilla

PI: Lt Banson

DATE: 22 Apr 66

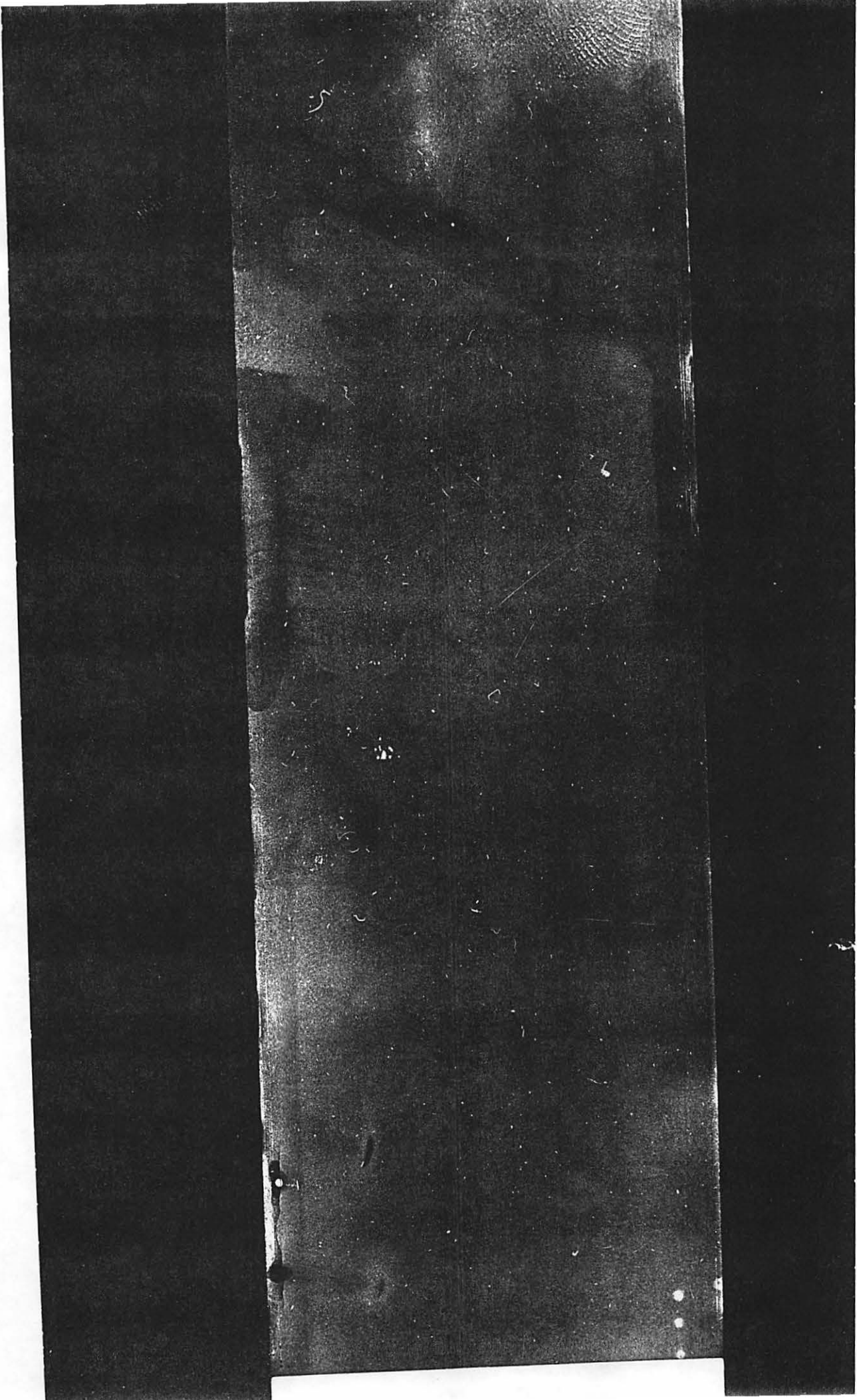
1. Both "images" fall into the same frame area.
2. Neither of the ~~min~~^{US} density images are distinct enough to analyze. Average background density 1.25. "Image density" 1.06.
3. If the object was "bright" against a dark sky the images should be plus density - they are not.
4. The entire roll of film is severely fogged which could cover up much detail.
5. The marks in the framing area of the film are outside the field of view of the lens, therefore, they couldn't be images.
6. UFO's are probably, ^{the result of} processing defects due to old fogged film and poor handling.

LLB

RLC

LLB RLC

UNCLASSIFIED



V. The Quintanilla-Spaur Interview (5/10/66).

This is "UFO Gold" for the serious UFO researcher, and again it is thanks to NICAP and William Wertz that we have it — in fact, we have the actual audiotape itself! Dale Spaur, Hector Quintanilla et al "live" and stage center, and you and I can relive the notorious escapade right with them as it happened.

Well, far beyond the "cheap thrills" of time-machining back into UFO history, this interview is a very important document for all of us who wish to assess a) the character of the primary witnesses; b) the character of the USAF investigation; c) the scientific quality of the USAF "conclusion". A very loud clear message booms through here. I am confident that you will (as did I) get so infuriated at the Major's responses to Dale's report that you will (as did I) come close to destroying something innocently standing around in the environment. By the way, if you listen to the tape, you will hear that Dale (God Bless Him) reacted in the same way. If there is any human being still alive so obtuse or ignorant that he or she would still believe that the USAF did not have a policy of malign debunking in action, this interview, tape, and "conclusion" should penetrate even that level of density.

NOT FOR PUBLICATION

- Q -- Major Hector Quintanilla, Project Blue Book
- S -- Deputy Sheriff Dale Spaur
- N -- Mounted Deputy Wilbur "Barney" Neff
- W -- Deputy Sheriff Robert Wilson, Radio Operator
- D -- Sheriff Ross Dustman

S -- (Filling out form) Here's a good question. Excuse me, sir. It says, "We wish to know the angular size. Hold a match stick at arm's length in line with a known object, and note how much the object is covered by the head of the match." It'd take a hell of a boxcar load of matches to cover that thing up. This is at the time we seen it?

Q -- Mm hmm.

S -- You're not gonna believe it.

Q -- Put it down the way you experienced it. Don't, uh,

S -- The head of a match. This thing was like a three bedroom ranch home at the time right then. (Silence follows.)

.

S -- (Drawing) This part here; we couldn't tell how much was in there. This part here was so bright, the bottom of it, you couldn't tell how far anything went down in there. This was real bright; this front part would change its angle of trim. It would start toward you, you could just see part of the back third of it probably. (Cough) angled off, would come south of us, or go back on the north side of the road that we were going down.

Q -- Mm hmm.

S -- Or it would maneuver, this part would be a real bright, blue light, or a white-blue light, like a mercury vapör or something; a white light. The only thing that would change is, it would get brighter when it would go up, and then it would seem like it would lose part of its intensesness, of the light, as it would come back down to us. The only part we could see that was metal was this part right here; this is where we could see the one projection on it -- this is our radio operator (just entered room) that night too; he's studying, going to medical school (Wilson has on white uniform) there was this one projection on it that we could see at any time; there were a couple times it made the same maneuver we couldn't see it . . .

Q -- At this time could you see all this?

S -- Yes. Very Clearly. Very clear, there was no problem at all, as a matter of fact, the lighter it got, the better we could see it. At first we could only follow the light, and this one projection against the sky as it started to get light; silhouette, like when it would want to go, just like, if you were gonna make a right bank in an aircraft, and you drop your wing down and the top . . . comes into view. When it would do this, you could see this one projection on the back. Fifteen or eighteen feet long, it would appear to be. This is strictly an estimate.

Q -- Sure.

S -- We could see it very clearly. Now when it would go back north away from us, all we could see was the bottom of it, the light part; we couldn't see any other metallic part of it. The metallic part that we could see --

Q -- You couldn't see any shape to it, you just saw the light.

S -- Right, at first it was a completely clean cut light, there was no fog to it of anything; a beautiful brilliance to it and it was clear. . . . When it would go past us on the south side, and it would start bakkk, when you looked out you could get the same angle on the other side of this ship, or whatever you want to call it. But that's the metallic part that you could see. You could see it very plain, and it was like an aluminum top that's been used for a while; it was definitely a silver, or light color, but it wasn't like chrome; it was silver color but it wasn't polished silver. Smoky silver. Dull silver, or whatever you'd call it; it was, I saw it very plainly.

Q -- How did it travel?

S -- Well, it seemed like the nose part of this thing, like when it was going, it seemed like it, this, when it was going forward, the nose part would be down. Like the light part of this outer rim here, the center of it, was reflecting up on it. Against it. . . . When it wanted to go forward, it would go at an angle like this; if it wanted to go straight up, it would level out; if it wanted to go to the right, it, just like it was gonna make a right bank only it was a --

N -- Slide.

S -- Just like it slid, it was --

Q -- (Fluttering hand through air) Did it ever do this?

S -- No sir, it never staggered.

Q -- It didn't zig-zag?

S -- No, sir. It was all, beautiful maneuvers; they were clean, they were, there was no, uh, there was no washout in them at all.

Q -- Ever go up or down, sideways?

S -- It made a climb for altitude in Canfield, when we first saw it it climbed for altitude about five hundred feet, it maintained that for quite a while, we got over Berlin reservoir, it went up some more; I'd say it probably picked up another two hundred fifty, three hundred feet, when it went to the north side of the road for the last time. When we got to Canfield, it went up, to about, I'd say pretty close to two thousand feet because it was getting up there pretty good. After it cleared the area of Canfield, over the city park, on the outskirts where we were going through, it came back down going in towards Columbiana county to I'd say about fifteen hundred feet, maybe a thousand, fifteen hundred. Right along there we were, by then we'd covered quite a bit of ground. And I suppose right along that area, I think about a thousand, a thousand five hundred feet, is where we picked up the other car.

Q -- Conway.

S -- No, sir, this was out of East Palestine. . . (silence)

Q -- Would you two gentlemen mind leaving for a few minutes? He can tell you all he knows afterwards. /((Pause while Webb and Weitzel exit.))/ When you, when you gentlemen first saw this thing, how low was it on the ground?

S -- Well, we, when we first saw it, actually it came up behind us -- see, Bob radioed first; to make a long story short: Summit County Sheriff's Office radioed, we had a, it's all 39.58 megacycles, and we monitor all traffic in our car --

Q -- Mm hmm.

S -- And Bob was talking to Summit County and Summit County told him that this object had been seen and the lady had just called in /((or "that a lady")/ that said there was this real huge bright object, higher than a street light and lower than an airplane, and, uh, you get quite a few calls (chuckle) in the police business. And actually, we were working on a traffic accident; we had just finished up, there was reports in, we paid not very much, well very little attention to it then, and I heard Bob tell the other operator you know, the lady must have drank too much, you know, to forget it. So we were finished up, and the man from the power company out handling the hot wires on the line that had been torn down -- we went down to a restaurant at the corner in Deerfield, bought three cups of coffee, and we came back out and we gave the man in the power truck a cup of coffee, since it was pretty cool out, and we each had one and we were drinking as we went, you know, just tear a hole in the plastic lid so you can kind of sip as you go along. While we were sitting there talking to him, well there was more traffic on the radio. So the guy in the truck, he made a couple of comments, you know, and I said maybe the moon's changing, you know, and some of the wierd ones are out tonight, something to this effect. So we started east on 224* we were going to come over to Brimfield, Mogadore area, which we have a lot of business, shopping plazas, couple or three banks and stuff that we keep a pretty close eye on; we patrol all the buildings. So we're starting back across 224 about a mile and a half or two miles east* of 183 on 224, when we passed an old Ford at the side of the road, a '59 Ford, so I told him we'd best chekk it out, and we went up the road and we made a U turn, came in behind the car, because at this point this is all standard work, I mean it's the same with any ~~of the~~ department --

Q -- Mm hmm.

S -- He gets out the right side, I got out the left side, he goes to the right front corner of the cruiser, which is where he stops -- sort of an insurance policy -- I got out the left and I went to the left rear of the other vehicle. I turned just to make a sort of visual observation ~~there~~ of the area, to make sure nobody had walked into the woods, you know, to take a leak or something. And I always look behind me so no one can come up behind me. And when I looked, in this wooded area, behind us, I saw this thing. At this time it was coming up. And there's a slight raise there; went up to about treetop level, I'd say about a hundred foot. It started moving towards us. At this time he was still looking straight ahead. And I --

Q -- You say treetop level, now: you don't get a distance that way except that you're on the ground.

S -- OK --

Q -- So: would you say that that's maybe thirty degrees elevation that you were on the ground and looking up -- depends on the trees, of course.

* AT THE POINT WHERE I SAID EAST ON 224 I MEANT WEST. I WAS A LITTLE MAD

S -- Well, now the trees that it was clearing was right on top of this one raise right beside the road directly to the berm of the road. And at the time that when I was watching it, it was, it was so low that you couldn't see it until it was right on top of you.

Q -- Mm hmm.

S -- As it came over the trees, I looked at Barney and he was still watching the car, the car in front of us, and he didn't say nothing and the thing kept getting brighter and the area started to get light, and I looked at Barney this time and then I told him to look over his shoulder. So he did. (Someone chuckles). He didn't say nothing, he just stood there with his mouth open for a minute, and as bright as it was and he looked down. And I started looking down and I looked at my hands and my clothes weren't burning or anything when it stopped, right over on top of us. The only thing, the only sound in the whole area was a hum. And it'd just change a little bit. It wasn't anything screaming or real wild. But you, it'd sound like a transformer being loaded or an overloaded transformer when it changes.

Q -- Like an AC hum, something like that?

S -- Yeah. When it would -- no, it was like when you load it, when it changes like it, I don't know exactly. You remember the old pitchpipe in the school when the teacher blows it and then she moves up one notch on it? Well it's --

Q -- Oh yes, yes, yes.

S -- You remember, when you were gonna sing a song --

Q -- No matter what you sing, yeah --

S -- You sing God Bless America; that's against the law, now, isn't it --

(Laughter)

S -- Well, anyway, it's, I don't know exactly how long I was, uh, I was pretty scared for a couple minutes; as a matter of fact, I was petrified; and, uh, so I moved my right foot, and everything seemed to work all right. And evidently he made the same decision I did, was to get something between me and it, or us and it, or whatever you would say. So we both went for the car, we got in the car, and we set there, I'm, I wouldn't even venture if it was ten seconds, thirty seconds or three minutes, I just know we --

Q -- OK; let's back up. From

S -- OK.

Q -- From the time that you saw, this thing, up until the time that it came over you, how many minutes would you estimate?

S -- To come over top of us?

Q -- The time that you first saw it, you said, over the tree level. Coming up, 'til it stood over you. How many minutes did that take?

S -- Probably a minute. That's, I mean it didn't take very long, but it was too close -- when we seen it, there was just this one divide down there, and this one little wooded area that we couldn't see over the top of, and, I mean, I didn't, I couldn't even say if it came over --

Q -- Well, let's try and get a feel for the time, Dale --

S -- But it was no more than a minute or so, because it was right on top of us before I ever seen it. And it stood there, and it hovered, and we didn't make any, anything, and I didn't touch nothing, Barney didn't say nothing. And it moved right out east of us, and it came back down, and it moved right out east of us, just right away from us, and sat there for a second, right out east of us (sic), just right away from us, and sat there for a second, and nothing still didn't happen to me, and Barney looked all right; and I punched the mike button and the light came on, so I picked it up, and I first started to tell them, you know, this thing was there. And I thought, well, if I do, he'll think, I thought, well, maybe I'm too excited; so I just told Bob on the radio, I said, "This bright object is right here, the one that everybody says is going over." And he comes back with like something (sic), "Shoot it!" you know, or something.

W -- No, see, I thought it was a weather balloon, see; everybody's talking about swamp gas --

Q -- For God's sake, don't, don't shoot down weather balloons, 'cause --

W -- Yeah, that's what Shoenfelt says; Shoenfelt was in there too; everybody really got excited all of a sudden, see. And I thought, you know, it was one of these optical phenomena . . . I thought, well, if it was a weather balloon, we'll shoot it down and send it back in to the government . . . and clear this thing up once and for all . . . after we got to thinking it over, it wasn't such a good idea to shoot it down, so much!

Q -- (garbled)

S -- So, with this thought in mind, I waited a minute, and I had some things to say, but I didn't. And it just set there, and I could, right out east of us, right straight sprung out in the center, I mean, well it was low, and it was big, and great God Almighty, it was like --

Q -- OK, Dale. When it came up to the top --

S -- Right.

Q -- To where it set in the east -- (~~did~~/ garbled) didn't you say, it was going east, and setting -- how long did that take?

S -- It just -- it just moved right up and stopped; it didn't go any distance, it wasn't, it wasn't a hundred, it wasn't two hundred fifty feet in front of the car. And everything was lit up, it was real bright, and it was low, and at this time if I'd have had to describe it, I'd have said it just looks like a, a, a, hell, it was big as a house! This thing was, uh, it was no toy; this, this thing is, I mean, you don't look up and say, a guy holds up and says, "From this pin, how much would you say it was covered?"! This thing is, uh, big enough to cover the road! This is 224 from berm to berm, this thing would have covered. It was a, a, I never had this, uh, like looking down the middle of hell, or something, for a minute. And it was very bright; it'd make your eyes water. And, uh, Shoenfelt came in, my sergeant, and he says, "Do you have a camera?" And I said, "No sir, I don't have one." Or, I don't think I said "sir", I said, "No, I don't", or something. And he said, "Can you follow it? Or stay with it or keep it under observation; we'll get a camera car there, we'll get somebody there with a photo unit, we'll photograph it, so we can identify it." So I said "10-4", and we started moving up to it again, or out behind it; we went to 183; we had to go direct south; when we turned south,

it was right behind us then, right directly to the, to the rear of the car and we were going south; right directly behind us. We got back to 224 and we turned left, this is right at Atwater. When we got there, it put it right straight out the left window of the car, excuse me, almost due north of the car. At this time, it came straight south, just one motion, buddy, just a smooth glide, went right to the south side of the highway, took off east again, right of us, and we was pacing it, right along the side of it. Ground speed at this time would stay right at eighty six miles an hour. Right straight with it, right straight out the window, right at the corner of the windshield, Barney watching it, and me watching it, as it was going over the area, at this time, it was no more, after it gained altitude, no more than between three and five hundred feet, 'cause it was light on the ground underneath of it. It was, the illumination from it, when it crossed that big crane, where the strip field is and stuff, you could see it just as plain as you can see that telephone. And this was before daylight. It came, from the, through Deerfield circle, 'cause I know I had to go between a tractor and a trailer, it came back out and started east again, towards Berlin, right over Deerfield circle, they were trying to get two camera cars from Salem up there, two cars with cameras in them, and they were coming north, straight east; at this time, this thing, whatever you want to call it, picked probably up another hundred and fifty feet over the water, 'cause that's when I started the light up under it, wasn't it, right about Berlin, that it went -- come straight back across the car, to the north side of the road, and we started towards, through Mahoning county. This time it was around one hundred and three; clocking it, and we stayed right with it; ground speed was the same. Never, --

Q -- You were doing a hundred and three, this thing you say was to the left of you?

S -- Yes sir. Right to the left of us. It had come back to the north side of the road, and --

Q -- Was the window down, or the windshield was up?

S -- The windshield -- oh, the window. Yeah. The window was up. So we -- we followed it, the only time it raised, the next time it raised again, was it, we had to make one angle turn there, and it came back to us, this is the first good look to it, was just about then, right, just after we crossed Berlin reservoir we were going into Mahoning county.

Q -- Mm hmm.

S -- And it, and when it come back south towards us, and when it did, it angled, you could see it silhouetted against the sky, and the beam of it was (masked by unidentified cough) it was going straight behind it from the way it was going would stay behind it. And you could see the whole back third of a metallic object. Or, what appeared to be metallic to me, you could see it just as plain as, silhouetted against the sky, and I thought then we could identify it. I really thought that, that there would be something that I would know what it was. And I could see only one projection. And all this I kept radioing back. Everything that I, everything I seen, I gave it to the other cars, and Bob on the radio; I gave it to the other counties as I was going, so that if we cracked up, somebody would know that there was something there. So: the sergeant came in, and he said, "Well stick with it as long as you can, until we get another car in pursuit with cameras and break off your pursuit." So:

this goes on, it changed direction probably two or three more times, we got tangled up once at a couple of intersections (indistinct word) --

N -- We went into Canfield, it'd come across the front of the road, --

D -- Turned off to the right --

N -- And we turned off to the right. And it was over to the right of us then, and that throwed it back over to the left hand side of the cruiser. And it seemed like it just went off the road and quit; when we was going a little bit south, it turned and come right back with us. South.

S -- It, uh, it seemed like, uh, we only got, we only passad, uh, very little traffic, I uh, we, uh, --

Q -- When this thing was right in front of you, in the windshield, what portion of the windshield were you able to see it was (masked)

S -- You mean when it first moved out from us ?

Q -- Yeah.

S -- When it first moved out from us, all you had to do was set there, right ~~at~~ (unfinished word) -- just look out the windshield, it was right there; right dead in the center.

Q -- Well what portion of the windshield was it? The top? Bottom? Middle?

S -- Just about the middle of it. Just right straight through it. Well, now, I say the middle of it, it would be the (--)

Q -- Top --

S -- (continuing) top better third of the windshield. After it moved out in front of us. 'Cause it was, it was very close. I never seen anything like it. It was a monster. Uh, I don't, I mean it looked like a monster to me. The only time, the most altitude it ever got was, I know it wasn't over two thousand feet, that was when we come in, when it passed over the top of Wayne Huston. And that was about the highest point, there, until after we got to the mountain, before we went into Rochester. And then it changed again, it came back over once, this, Wayne got a real good look at it, it was all the way to the, all the way ~~to~~ down to the side of the road, it goes back north again. Then we started down through this one place, that, I believe, I don't remember the name of it, I wasn't reading very many of the signs at the time. And I was in strange country. So Wayne knows the roads real well, so he was helping me out, he was telling me which way I'd have to make the turns, as I went. And we thought we'd lost it; because we said, "This will be it, we're gonna lose it right here."

Q -- What time was this?

(Unidentified loud laugh)

S -- Well, (Mixed talking: Spaur, Neff, Wilson; "after five")

Q -- It was after five when you started (chuckle).

S -- I don't know exactly what time it was, but we thought we were

(Final time determination unsettled here)

S -- I don't know exactly what time it was, but we thought we were gonna lose it. There was about twenty to twenty five seconds probably, through this one thing there. We came back out, we could see it again, we went through this mass of turns, and at this point it was just, I had my hands full of car!

N -- That's where 51 hooked up with 59, south of Rochester, next to the city limits, might even be in the city limits, but it's a bypass around the edge of town when you (indistinct; might be "get into the curves.")

S -- See, he knew the roads; they were just giving me instructions. And I'm driving. At this time, I thought we'd lost it, so when we came out of 51, and I first looked up in the mirror to make sure Wayne had made that last turn because we had power turns, you know, brakes screaming, slide through them, because otherwise you couldn't get enough power coming out. And just as I kicked in passing gear, and I felt my car correct, I looked up in the mirror to see Wayne and I seen the nose of his car go down, and he says, "It stopped," and I looked right ahead of us and there it was. It came right over route 51, and it lost probably half its altitude, so help me God, it went down over 51, waited as we came up to it, it went right up to the left, it went right straight up about about five, six, seven hundred feet and took off again, right at the same pace, so it --

N -- When it wanted to raise, it didn't go up partways, it just went straight up, then went out.

S -- Yeah. I never seen nothing like it, in my life. And on the other development, they were trying to get Chippewa barracks on it. And they finally got a radio operator awake. We were out of our frequency range, we were like a, where there were no more cars. So we started again, by then we were getting towards Freedom, and every time we'd hit a long curve, or anything, I'd started picking up air, I was running out of gas. Get to Freedom, still right there. When we got tangled up, it just slowed down. We came out of the other end of Freedom, going out of Conway, which I guess that's, starts into west Pittsburgh, --

N -- Seventeen or eighteen miles, from that town to Pittsburgh; you stopped at the end of Conway.

Q -- Yeah, I've checked it out.

S -- I saw this cruiser sitting in a filling station, and I told Wayne, I said there's another car; I was already out of fuel anyway, and my tires were pretty well burnt up, so I shot in this place, and we told him what was happening; he called his dispatcher, his dispatcher said he had the airport on the phone, which they say they didn't, now. And they even gave us a phone number for me to call back, which they say we didn't, but I did. And I don't know who I talked to, I forgot the guy's name, but I remember the last part of the number, it was four thousand, I think, or four hundred or something like that, when we went to the police station. At that point, when we first got there, and watched this thing, or watched the moon, or part of it, the quarter moon was here, and there was like where a man in the moon would have been in the pictures they draw, there was one bright spot right off the, about where the nose would have been on the moon, but the bright spot had been there, I don't know how long the bright spot

had been there, it was quite a while. But when we were watching, it would have been, at this time, -- of course that spot was awful small, it wasn't as big as this, that we were watching. And we were about the same, we watched it right through an antenna. Four officers standing side by side. Watched an airliner come out of the airport, go right underneath of it; he was taling on the radio, he told them that he thought, you know, asked them about, they had traffic on scrambling fighters to see if they could intercept it or identify it. When they started talking about fighter planes, we could see these planes coming in, now we were, they said they weren't there, but I s(unfinished) so I had another hallucination.

(Laughter unidentified)

S -- When they started talking about fighter planes, it was just as if that thing heard every word that was said, it went PSSSSHHEW, straight up; and I mean when it went up, friend, it didn't play no games; it went straight up.

Q -- There were no fighter planes that were scrambled.

S -- There were no fighter planes.

Q -- Talked to the tower operator at the Greater Pittsburgh Airport.

S -- That's the one I called back. That's four oh -- I forget the number now. But I know it was three zeros in it, whatever the number was. Now, the radio traffic was about the airplanes. Now the other airplanes was right in the area, and we watched that airliner go directly underneath of it, all four of us. And all that guy'd had to've done was look straight up, 'cause it was setting right on top of him. And he went right under it. And at this time, its altitude and its distance, and at this time, it was as, if you were looking at it, compared to an object that you wanted to see, it was as big as a washtub then. Even after it went up the first time and we were standing right there watching it.

Q -- See, the tower operator at Pittsburgh didn't pick up anything. The radar didn't pick up anything, and that's why no aircraft were scrambled. (Low voice, not sure of a few words /W. W./)

S -- Well, now, see, this is, this is the different stories we get; we understand that there was, planes scrambled down here when this whole thing first started.

Q -- Talked with Colonel Hendricks at Youngstown; he scrambled no aircraft whatsoever at the time. He said he doubted if he could get his men up at five thirty in the morning to go out, and chase uh --

S -- Something that isn't there, Venus, and I understand it, really.

(Chuckle unidentified)

Q -- No, it's it's (sic) just that they're not on duty at the time, see, so there's (discussion of what planes are in air, ready, etc. Spaur complains about brevity of interview when he called in from Pennsylvania. Quintanilla explains it was the radio operator, busy controlling air traffic.)

S -- No. I say that who their radio operator was talking to, I don't know --

Q -- No, he called radar.

S -- Because I know that, it was, the traffic that came back is that they thought there was fighters scrambled in the area. When they said "fighter planes," that thing really went, buddy, it really went. It didn't monkey around, it just PHSSSSSEW, straight up, just as though it could stand there and listen to us, it was like it had a radio on it or something.

Q -- I uh, I, I don't want you to feel that I'm disputing anything --

S -- No!

Q -- I'm just telling you what I know.

S -- Oh! Well, that's, that's, --

Q -- From your information, the information which I have been able to check, checking out all the balloon activity in this area, all the aircraft activity in this area, especially in the rocket(?) you were following at the time, -- at one time, because of the description I felt that maybe you were chasing a balloon. But, uh, there were no balloons in the area. And, uh, --

S -- Are those balloons propelled? Or, what, I was under the --

Q -- They go with the wind. . . . (discussion of wind velocity/ altitude differences that morning. Major Quintanilla produces information on this.)

S -- I didn't know any kind of wind was blowing.

Q -- This is one of the reasons I asked for that information; wind velocities not only that, but also the temperatures. In this whole area around here, especially the area in which you followed -- my job is to try to determine what these things are. It's not a very pleasant one, believe me.

W -- What did you do, that got you this kind of a job?

Q -- I really don't know (chuckle) I've often asked myself that question. I checked out everything. I checked the radar, at Oakdale, which is further this way, and checked the one at Greater Pittsburgh. They had nothing. Absolutely nothing.

S -- There were no aircraft there.

Q -- There were aircraft, but they were aircraft that were coming in and taking off. . . . (Description of how radar is used, for bringing in airplanes. Description of network for radar pickup of satellites.) I checked with them. The only thing that they had over this particular area was satellite Echo. I don't know whether you realize it or not, but there are at least thirty satellites that are visible to the naked eye. And these things have a northeasterly and a southeasterly component. Except three. Three of them have what we call retrograde (motion?)! And they have an east-west component. These are sort of bastard satellites, that weren't supposed to go that way, but the booster system kind of goofed 'em up and put 'em in a different orbit. And I checked thoroughly with my, I had a thirty five minute conversation, to put the information into a computer. And this is why I made the determination specifically, because of the directions which you gave me. That you had first spotted the

satellite coming over, and then focused on Venus. Venus at that night, that's a typical night, was at a magnitude of -3.9. Which is the brightest thing in the sky, except for the moon.

S -- Well, I (indistinct)

Q -- (Indistinct; could be, "Literally everything we've got.")

S -- Well, I don't know anything about it, but I -- I'm under the impression that -- two things I'm under the impression of, whether(?) I have a misconception of --

Q -- No, you aren't, Dale, it's not a misconception Dale, it's -- you're not the first one to chase that.

S -- No, I (indistinct)(less than 1 second) oh, I definitely, I won't chase a, I, I know damn well I wasn't chasing a satellite, first of all --

Q -- You weren't chasing a satellite, I didn't say you were chasing a satellite.

S -- As I understand it, a satellite orbits at about seven thousand three hundred and some miles an hour, to seven thousand five hundred. I may be wrong. Second of all, I think that if it was in the atmosphere as close as this thing was, as large as it was, it would have probably burned up at that speed. Second of all, I'm under the impression that our satellites doesn't stop and go and go up and down; this is one thing, I didn't know it could maneuver, but it was --

Q -- Well, they zig-zag. They don't zig-zag, 'cause a satellite is in perfect motion. But it gives the illusion of zig-zagging. It gives the illusion of movement. But it's not because the satellite itself is moving, it's because the eyeball does this. Your eyes, my eyes, and his eyes.

S -- Second of all, I'm under the impression that Venus rises out of the east, as the morning star. And this is probably another thing that's wrong, I'm not sure.

Q -- Depends. Depends.

S -- Huh?

Q -- Sometimes it'll rise right over you.

S -- Oh. OK. So anyway --

Q -- Venus -- Venus -- Venus today, (papers rattling) rises at 02:49 in the morning. And it rises 150° azimuth and 25° elevation. It doesn't have to rise low on the horizon, it can rise high. But it's on the ecliptic, yes.

S -- OK, so it's on the ecliptic. Granted, you have this. Now -- this, this thing is this large; this big and this low; and these people watched this thing from over in the Mogadore area; they report it, and I follow it, and I have Barney with me, we're going down the road; so you're gonna discount, well, there's two nuts; we're running Venus. Now Venus --

Q -- Now, now wait a minute --

S -- Well, wait a minute, let me speak -- (Voices mixed, loud)

Q -- you used the wrong word --

S -- OK -- well, --

Q -- I'm an officer in the United States Air Force --

S -- Right -- you definitely are --

Q -- and I don't call anybody a nut!

S -- No, OK. I have hallucinations then! But this is, what I've been saying --

Q -- I didn't say you were having hallucinations.

S -- What I'm trying to say is this: I'm going down the road; now this thing, that I am following, --

Q -- And treat me with the same respect that I treat you.

S -- I will sir, I am; I'll treat you with more respect than I've been treated the last --

Q -- I'm not calling you a nut, I'm not saying you had hallucinations.

S -- All right, the last twenty days! Anyway, this thing passes over another police car. He watches it go by, he's spotted it now. This is two cars, that's fixed on Venus. So we're going down the road. And we get into Conway, Pennsylvania, and this thing passes over the third car, that's sitting there. Not even on the same frequency, I never met, seen, spoke to before nor after this, another officer. He's watching the same thing as it goes over top of him, going towards Pittsburgh, as we come screaming in. Now: we watched it, four men, standing right there, four officers. Probably, you say anything you want, we stood right there, watched it, watched the plane go underneath of it, and watched it make a vertical climb straight up, and this, sir,

Q -- Disappeared.

S -- (continued) my knowledge is God's truth. Yes sir. The only thing left to even look at, after we went to the station and called the guy, was the one bright spot that was there, the sun was up coming up full and the moon was fading out. It was about a quarter of a moon, and right straight off that moon, which would have been to the south of the moon if you were looking west, was one bright spot. I'd say it was probably, would look like a pencil eraser, real bright.

W -- That was the mother ship.

S -- Huh? The other ship --

W -- That was the mother ship!

S -- Oh, the mother ship. You guys are gonna have me convinced pretty soon; aw, give me a tranquilizer and some coffee!

(Laughter)

S -- This thing was to, would have been to the left, which was the north of it, and we watched it, it went up, stopped, the airliner went under it, and then it went straight up. Just as straight up, as, well, just, straight up. And there -- I, uh, I wouldn't conceive of what, I know that people, uh, can get fixed on something maybe, or something like that; but I don't think that -- I don't see how that, uh, myself and another cruiser and another guy and all this could go over. Chasing Venus. I, uh, I won't concede a part of it. I know that there's, uh, this may be a way to discount it or what it is, but I know that it was there, I seen it very plainly, --

Q -- Dale, it's not a question of discounting; we're trying to get into the (one word fuzzy) we're trying to make the determination as to what it was.

S -- Sir, if I could tell you what it was, believe me, Major, I -- I myself, and like I said before, if I told you that I seen a Ford going down the highway, you'd know what I was talking about. And if you said, "Gee, there goes a Chevrolet," you would assume the fact that you identified it and I know what it is. The same thing with an aircraft, you say, "There goes a B-29," and I say, "Yep, sure is, that's an old war-horse," or something to this effect, and it's identified. This, I have never seen nothing like it before or after, or in the wildest far-fetched imagination. . . . I know you can have an optical illusion, or even see something moving, or like if you look through a piece of glass or something (--)

Q -- Yeah, distortions.

S -- (continued) I can go along with this. But nothing this big, that it ever even looked, or, in my wildest dreams I don't think I could have ever imagined or seen anything like it. Now -- what it is I don't know, where it came from I don't know, who it belongs to I don't know, but it definitely was there, and, uh, it'd take something just short of heaven or hell, one, to change my mind, me personally, because of the fact that I don't think that anyone could follow something that low and that far, and not be able to determine that they were actually in the pursuit of something, and I don't think that there could be that much mass hysteria. Possibly, somebody might be able to figure it out. I don't know. But this thing was there, I seen it very plainly; I seen it outside the car, I saw it inside the car, and I saw it from outside the car after I got to Conway, Pennsylvania. And I would hate to think that I gambled this man's life, and a lot of other people's lives, chasing Venus. I don't believe for an instant that I was following Venus. I don't know how to explain it. I don't have the slightest idea. But sir, this thing was as real as (indistinct word) --

Q -- You know -- Dale -- I'm just going to say this for whatever it's worth: you're not the first one it's happened to.

S -- Well, I don't doubt that for a minute, There're seventeen --

Q -- (masks part of Spaur's statement) Two weeks -- two weeks before your report came in, I had a report from a woman in Interstate, Iowa . . . (muffled)

S -- (muffled)

Q -- (muffled)

Q -- The Air Force doesn't pay me to, to how many cases they get, or (muffled)

S -- Well, I very well understand this.

Q -- We analyze it, and evaluate it.

S -- I very well understand that. And I respect your position. But --

Q -- I've checked every bit of activity. Every bit of it. And -- and then your -- the information which I got before -- is just the same information that you gave in the forms. (Papers rattling) On the telephone.

D -- Well, I, I feel this way about it. It's too damn bad that these things are running around through our sky over our heads, and the United States Air Force and the government doesn't know what's going on out there. Because there's too many of them, and there's too many people have seen it; and there certainly must be something to it.

Q -- Sheriff -- There are, like I said before, at least twenty per cent of SAC is up in the air at all times. For one reason only. Radar stations are all over this country. Not only in the interior, but in the exterior. They operate on a twenty four hour schedule.

D -- That's what I thought they did.

Q -- Did you? Three shifts. Eight hours, twenty four hours a day.

W -- What does the Air Force think these are, Major?

Q -- Hmm?

W -- What does the Air Force think these are?

Q -- Misinterpretation of conventional objects and natural phenomena. We have over ten thousand, two hundred cases on file at Wright-Patterson. This goes back to 1947. Last year, just to show you -- (muffled; movement at desk) Last year we had 245 astronomical cases. . . . (discussion of statistics) (categories into which reports are put are read: Astronomical, Aircraft, Balloons, Insufficient Data, Other.)

W -- What category does this go under? What Dale saw?

Q -- Place it in the category of satellite and astronomical observations. (Discussion of photo taken recently)

Q -- Sheriff, (indistinct) it's been unpleasant, but, uh, I've checked all the activity. (Indistinct) this is one of the reasons why I stayed home, so I could check all the activity. Because it's a lot easier for me, to check with my communications channels; sit in the office and just punch buttons, and say, "OK, get me Akron," "Get me Cleveland," "Get me Toledo," and then check out the information. This is exactly the gyrations I went through.

D -- Well, I'm sorry it's turned out this way, because I know a lot of people have come to me and they saw the same damn thing, and there's too many people involved for this thing to be a mirage, or somebody's imagination; I don't, uh, I'm like Dale; nobody will ever convince me it wasn't something actual that's up there. . . . (Discussion of capabilities of radar.)

(Those who had exited return to room: Carol Clapp, Tom Schley, David Webb and William Weitzel. County Prosecutor brings in coffee. Clapp and Schley take press photographs. WW questions Q; DW questions S.)

WW -- You seem to be skeptical about the physical reality of unidentified flying objects.

Q -- I'm not skeptical about anything. I look at people's statements, and the information that is given to me.

WW -- Well, may I ask your own opinion about these things? Do you think there is any common denominator among the reports?

Q -- No, there isn't. There is no parallel whatsoever.

WW -- You mean, out of all the ten thousand reports, they're all completely different?

Q -- I said that (indistinct here). There is no character(?) --

WW -- But you -- you categorize them.

Q -- (continuing) there is -- Of course I categ -- categorize them. The characteristics of satellites are the same!

WW -- You mean all these reports are due to satellites?

Q -- Oh, I didn't say that.

WW -- Well, I asked you (tape runs out. WW turns reel over to side 2.)

WW -- How do you account for the maneuvers of this UFO? If it was a satellite?

Q -- He had atmospheric noises. (Indistinct sentence. Laughter.)

WW -- Not that kind of noise.

Q -- No, it's, uh, there's atmospheric noise. I've seen it myself.

WW -- Visual?

Q -- Yes. This is the reason I carry binoculars with me at all times.

WW -- How about the fact that it was seen north, when they were driving east, and it seemed due south, when they were driving e-

Q -- They were changing direction.

WW -- Yeah, but -- see, they saw this to the east -- to the north when they were going east, it was to their left. And then when they were going south, it was ahead of them.

Q -- You have to get on the road, and I'm checking on the road, and this thing would have been to the left.

WW -- Yeah, but when they're heading south, and it's ahead of them, you see, then it's south; and when they're heading east and it's to the left, then it's north.

Q -- When the thing disappeared, they were changing, they were changing to the southeast direction, it was right in front of them. That statement is right there (chuckle).

WW -- Yeah, but they were going due east toward Canfield, and then due south out of Canfield; it was ahead of them both times.

Q -- (pause, chuckle)

WW -- Did they tell you that they passed Canfield --

Q -- I've got the statement right there.

WW -- That they were going southeast at every moment?

Q -- No, of course not. Because the road doesn't follow southeast at every moment. You have bends in every road.

WW -- Yeah, but see this had a right angle bend at Canfield, and they were going east; and the object was seen to the north -- following along side the road. And then when they headed south, the object was ahead of them, to the south. If you're aimed south, and something's in front, then it's to the south; and if you're aimed east, and something's to the left, then it's north.

Q -- Of course.

WW -- Well then how could a satellite have been seen following them* along the north, and then when they turned around and went south -- (*the road)

Q -- Look -- a satellite is not visual. You can't observe a satellite for more than ten minutes at the most.

WW -- Right. And they had this thing in view for, almost --

Q -- For an hour and thirty five minutes.

WW -- Well how could that have been a satellite then?

Q -- I didn't say that that was a satellite, did I? I said his first observation, that caused his attention; but I don't want to get into a squabble.

WW -- Well -- look --

Q -- No-- good afternoon!

WW -- You're not going to examine the data?

Q -- I've examined the data.

WW -- Did you examine the data that it moved relative to the --

Q -- Look, young fella, I'm finished with you.

WW -- Does Venus move relative to the moon?

Q -- No!

WW -- Well this thing did.

Q -- Of course. Because Venus is on the ecliptic just the same as the moon is and just the same as (indistinct; could be "Jupiter")

WW -- Did they tell you that "Venus", that this object, uh, rose, at the left of the moon, that it was below it, it rose --

Q -- Yes, it rose up and down, and to the left and to the right.

WW -- And that's Venus.

Q -- Yes.

WW -- When they're standing still?!

Q -- Son, if you don't know anything about atmospheric convections, I'm sorry.

WW -- Well, Major Quintanilla, if you don't know anything about language, I'm very sorry! --- This is most remarkable!

(At that point, Major Quintanilla had left. David Webb questions Spaur:)

DW -- Did you tell him you saw the moon, and what you thought was Venus, and also the object at the same time? What did he say to this?

S -- He said I didn't see it. He said I had a misconception of a conventional aircraft, and hallucination of astronomical phenomena, or something, I don't know, it hurts a lot --

(Loud laughter)

Deputies' accounts consistent with their original ones.
William B. Weitzel, NICAP

At Dale Spaur's request, I recorded his conference with Major Quintanilla. Spaur wanted some back-up at the meeting; Huston and Panzanella could not be present. Spaur released this tape to Carol Clapp, Tom Schley, and NICAP. Major Quintanilla was asked, before the recorder was started, if he had any objection to its being used; he indicated he did not. This document (with the photograph) is a second photocopy. The photograph shows the recorder on the floor across from Major Quintanilla's desk; the microphone on the edge of a shelf facing him. The photograph caption reads: "Quintanilla conference 5/10/66 position of tape recorder seen from behind desk at which Major Quintanilla was sitting verified by (Weitzel)."

Testifying to the statement at the top of the page, and to the accuracy of the photograph, are:

William Weitzel, NICAP
 Ross Dustman, Sheriff
 Dale Spaur, Deputy Sheriff
 Robert Wilson, Deputy Sheriff
 Wilbur Neff, Mounted Deputy

I hereby release the tape recording made at my request by William Weitzel of NICAP at and after my conference with Maj. Hector Quintanilla on this day of May 10, 1966 to William Weitzel, Carol Clapp of the Ravenna Record-Courier and Tom Schley of the Beaver, Pa. County Times, for use at their discretion.

~~_____~~
 Signed Dale L. Spaur
 Title Deputy Sheriff #15
 Date 5-10-66

NATIONAL INVESTIGATIONS COMMITTEE

ON AERIAL PHENOMENA

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1536 CONNECTICUT AVE., N. W.

MAJOR DONALD E. KEYHOE
USMC (RET.) DIRECTOR

The undersigned testify that they were present at and during the entire interview conducted by Major Hector Quintanilla, Jr., of Wright-Patterson AFB, in the Portage County, Ohio, Court House in Ravenna, Ohio, on May 10, 1966. The interview lasted about two hours, and during the entire time, a tape recorder and microphone were across the room from Major Quintanilla, in his sight. The recorder was running the entire time, and Major Quintanilla made no objection to its being used to record the interview.

Signature

Title

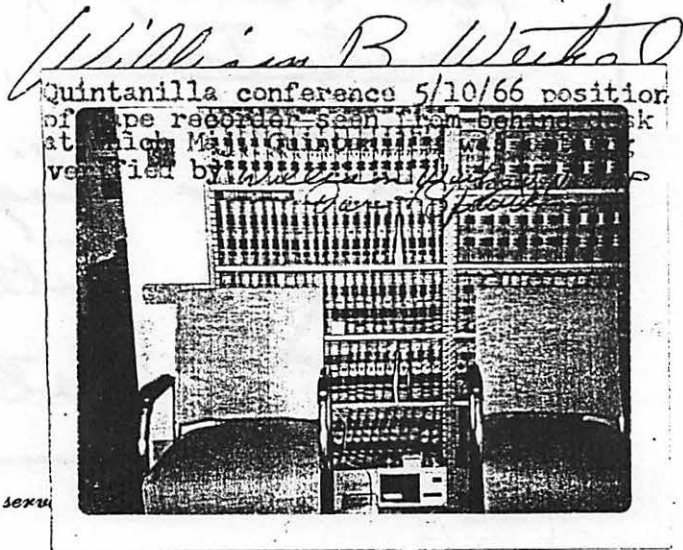
Date

William B. Weitzel* Special Investigator, NICAP 5-14-66

Don L. Spruy, #15 Deputy Sheriff 5-14-66
Jan Wushman Sheriff 5-14-66

This photo, which partly covers my signature, shows position of recorder.

**I was absent part of interview. Recorder not touched or moved.*



A privately-supported fact-finding body serves