

1968: over Warren, OH

aerial CEI, multiwitness.

Reports of airline and private pilots encountering UFOs have continued in 1968. On July 8, the pilot and passengers of a Cessna 172 Skyhawk were approached by a UFO over Warren, Ohio about 10:20 p.m. Two brothers, Richard and Ken Montgomery, with Elizabeth Soverns and Rosalind Rians as passengers, were flying at about 4,000 feet over Warren; Richard Montgomery was at the controls.

"I noticed an object coming toward us from the direction of Youngstown to the southeast," he related. "I swung over... to get a closer look when the object headed directly toward our airplane. It stopped and hung motionless in the air... momentarily, and as our aircraft came closer, it moved swiftly upward and came back at us from another angle."

Montgomery said the UFO appeared metallic and had a light beaming from its underside. He estimated it was from six to ten feet in diameter and from 16 to 20 feet tall.

The pilot maneuvered the plane several times, but the object kept following at a distance of from 150 to 200 yards. Then the UFO "suddenly sped in an easterly direction at amazing speed and was quickly out of sight."

During this encounter, control tower operators at Youngstown Municipal Airport received calls from area residents concerning "a 'dogfight' between two aircraft in the skies over... Warren."

← report in NICAP's
UFOs: a New Look.
(NICAP, ∴, may have file).

Notice of local newspaper story
from Saucer Scoop 3(9)'68.
↓

WARREN, OHIO PILOT SAYS UFO 'CHASED' PLANE! - JULY 10, 1968 - What began as a rather romantic airplane flight in the moonlight Monday night ended as a nerve-wracking experience for two Warren brothers and their dates when they encountered an unidentified flying object which simulated an attack on the aircraft at an altitude of about 4,000 feet... Richard (Dick) Montgomery, a Warren pilot who holds an FAA commercial license... "We were cruising over the west side of Warren about 10:20PM headed east when I noticed an object coming toward us from the direction of Youngstown to the southeast. "I swung over in that direction to get a closer look when the object headed directly toward our airplane. It stopped and hung motionless in the air at an altitude of about 4,000 ft. momentarily and as our aircraft came closer it moved swiftly upward and came back at us from another angle." The pilot described the UFO as CYLINDRICAL in shape, of metallic composition with a muffled light beaming from underneath. He said it was from 16 to 20 feet from top to bottom, from six to 10 feet in diameter and was poised in a vertical position during its flight. Montgomery said that although the object was cylindrical in shape, the metal sides had a sort of an octagonal appearance. "I sent my aircraft into several maneuvers and the UFO kept following me, staying a distance of 150 to 200 yds. away all the time. After several maneuvers which simulated a military dogfight the object suddenly sped in an easterly direction at amazing speed and was quickly out of sight."

SOURCE: WARREN, OHIO TRIBUNE -

Handwritten notes in German, including:
"Kritik an ..."
"..."
"..."

Handwritten notes in German, including:
"..."
"..."
A downward-pointing arrow.

1968: JUL 8

OHIO



THE UNIVERSITY OF ARIZONA

TUCSON, ARIZONA 85721

INSTITUTE OF ATMOSPHERIC PHYSICS

December

CEI in air
Book
Candidate
(over Warren
OH)

Mr. R. H. Hall
NICAP
1536 Connecticut Avenue N.W.
Washington, D. C., 20036

Dear Dick:

Thanks for sending me those specimen-pages of the new report. One comment I might make concerns the September 1966 case near Sebring, Florida. Pilots inside aircraft seldom hear any but enormously loud noises outside; for this reason, O'Connor's report of the "singing noise" from the UFO seems suspect. I also find the melodramatic notion of shooting with a revolver from the aircraft as suspect. Are you sure that the protocols of that case are strong enough to warrant inclusion?

I do think that the Ravenna case warrants quite a bit more space than you've given it. And, since NICAP couldn't publish Weitzel's lengthy study, that might be still another reason to give it more attention. Also, I believe that not nearly enough stress is given to Wayne Houston's report. He stated to me that, after he heard the radio traffic about the chase and went out on the highway, he was looking towards the northwest when he saw the patrol car and UFO zipping down towards him. That emphatically rules out the Venus explanation. I confronted Quintanilla with that point, you may recall. That was when Hector agreed to change it to "unidentified." He never did, of course. But that Houston report seems to me to be of such critical importance that it might warrant editorial change, if you aren't past the point of no return on that.

The Warren, Ohio case of 7/8/68 does indeed appear to be a good one, much better than I guessed when I took a chance on beginning to do telephone checks on it a few weeks back. I'll summarize briefly here, for NICAP file-reference, some of the things that I have found.

- 1) I spoke for about an hour on the phone with Richard K. Montgomery on November 27. I would rate him as a good witness, not perfect but adequate. As you may know, he is a 24-year-old law student at Akron University. He described his efforts to try to maneuver into a position where he could get his landing lights on

Mr. R. H. Hall
December 12, 1968
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the object to see the non-luminous upper portions. He thinks he might have spent around five minutes pursuing it, finally giving up because the maneuvers were getting the two girls airsick.

He said the object was elongated vertically (prismatic) with flat sides, a light in the lower end. It stopped once or twice dead still, and he almost rammed it on one of those occasions. He indicated that he tried to climb up to it, dive onto it, and circle around it in the effort to get the lights on it.

After a number of maneuvers on his part, he decided to give up the pursuit. It is his recollection that the object then circled him a couple of times (but this is not borne out by ground observer comments). Then the object suddenly dropped a bit, climbed fast, and disappeared off in an easterly direction.

Comparing Montgomery's descriptions with those of the witnesses on the ground whom I have now interviewed, the understandable confusion of changing frame of reference evidently threw Montgomery off a good bit. His compass directions and the reported maneuvers were not well matched by the observers on the ground. However, it seems significant that the stopping, the light on the bottom, and the sudden rapid departure terminating the incident are all consistent between Montgomery's report and those of the ground observers.

As soon as he landed, he contacted Youngstown Municipal Airport, and he also notified the Youngstown Air Force Reserve. FAA had no visual or radar reports on it. No one from the Air Force ever interviewed him nor any of the other witnesses, as nearly as I've been able to tell to date. From Montgomery, I learned the name of one other ground witness, Price, and through Montgomery, I got the names of two other ground observers in a different part of the town, who were known to the operator of the small airport where Montgomery keeps his plane (Fieldhouse).

2) I called Mr. Donald C. Price on 11/30 and got his account. He had been at a birthday party at the home of Mr. Laurie Murto in northeastern Warren, along with seven other persons. They happened to see the object coming in from a southerly quarter, moving

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December 12, 1968
Page Three

erratically and occasionally stopping. It didn't seem to follow a straight course, would dart back and forth. They saw the aircraft come in and attempt various maneuvers before the object flashed out of sight. It was Price's recollection that it went north. He never saw the object circle the plane, but he thought it stopped twice. He saw no shape, just the yellowish-orange light. He thought they had it in sight a total of 10-20 minutes, seemed a long time.

He has known Montgomery since Dick was a boy and regards him as reliable and entirely straight-forward. He did not know it was Montgomery's plane until it came out in the papers a day or two later. He did not think it was possible that this could have been a balloon, despite press comments to that effect when someone anonymously claimed to have released a hot-air balloon.

3) From Price, I got the name of his host, Mr. Laurie J. Murto, whom I phoned on 11/30. He, too, recalled the erratic motions and the stopping of the UFO. He did not think it could have been a balloon, particularly because of the rapid departure towards a direction that he put at the northeast. He did not think it ever circled the plane. The light on the bottom was not like a flame, but more like a light bulb, he thought.

4) I also interviewed Mrs. Murto by phone. She recalled that the object came to a stop one time while the plane was quite close to it and almost hit it. She could not recall that the object ever flew around the aircraft, but described a number of maneuvers that matched some of Montgomery's remarks. She did not think it could have been a balloon. She said that everybody at the party agreed that it was some very unusual object.

I got the names of the other guests, but have not interviewed them.

5) On 12/10, I interviewed Mr. Glen C. Saylor, whose name I got through Fieldhouse. Fieldhouse is a foreman at the Packard Electric Company (GM subsidiary) in Warren and was the one who had mentioned to Montgomery that two plant workmen (Saylor and Reifinger) had seen the unknown and the aircraft when they went

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outside for a break that evening.

Saylor compared the light to a light bulb, of yellowish-white color, except when it brightened and became more orange. They had seen it coming in from out of the south, and noticed its peculiar dead stops. The light was not like a flame, but more like a street light, not terribly bright.

They saw the small plane come in from the north and circle below it, before trying to climb up to it. The plane and the UFO were then east of them. He thought that the total duration of the maneuvers of the aircraft might have been five minutes out of the twenty that they might have had it in sight, in total. Most of that duration was before the airplane came up.

He does not recall the object circling the aircraft, but he does recall the object stopping more than once in the period that the aircraft was pursuing it.

The object finally headed due east, as he recalls, climbing out and becoming like a star in a few tens of seconds.

They reported it to Plant Security personnel, who notified Youngstown Municipal.

Saylor was emphatic in saying he did not think the object could have been a balloon. He said he had never seen anything like it.

6) On 12/11, I interviewed Thomas G. Reifinger. His account matched Saylor's rather well. He emphasized the object was coming in very slowly at first and seemed to stop intermittently. He thought that it had stopped for about 5 or 10 seconds just before the aircraft reached its vicinity. He and Saylor never saw the shape, just the light. He estimated the duration of the maneuvers of the aircraft around the object at about five minutes.

When it left towards the east, he said it left "faster than anything I've ever seen." He put the duration of the departure at only 2 or 3 seconds. He thought it went out level, rather than climbing. He thought it

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Page Five

was out of the question that the object could have been a balloon.

7) I have tried to get Elizabeth Soverns in Winterhaven, Florida, the girl who was in the front seat beside R. K. Montgomery. No one answered at the Soverns' residence when I called on 12/11.

That's a quick rundown on the highlights of what I've found. It comes to four persons in the airplane, plus two groups of independent observers on the ground (8 in one party, 2 in the other). If we take the press accounts as meaningful interviews with the other passengers in the aircraft, then we seem to have a total of 14 persons who saw this event from different vantage points. There are the usual discrepancies between accounts, but the consistent factors are as follows:

1) An object with a light at its base moves in an erratic fashion characterized by occasional dead stops.

2) An aircraft maneuvers near it for a number of minutes, during which it is stationary at least once.

3) At the end of about five minutes of maneuvering, the unknown moves with excessive speed in an eastward or northeastward direction and passes out of sight.

I think those do make a fairly strong UFO case out of this one, and it's good that the case will be featured in the forthcoming NICAP publication.

Incidentally, please tell Ted that I checked the weather data for the Herman, Minnesota area in the period of the Bruns incident, and there was no snowfall. I thought I had that in my summary notes, but I guess that was omitted. *Clearly important*

Another point unrelated to any of the above: In your forthcoming report, you have the Johnson case of 4/23/66 near Clarinda, Iowa. I haven't checked my files to see just what it was I sent you after talking with Johnson and the sheriff's deputy, but there was one point in that entire story that bothered me a bit. I find it hard to understand

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December 12, 1968
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how Johnson could have simply gone back to bed after watching the unearthly object down in the corner of his field. He explained that the only other person in the farmhouse was his elderly mother, whom he did not awaken. I can understand that, but I can't quite see just going back to bed. I'll concede that a lot of UFO witnesses have done some pretty strange things, though.

Regards,

Jim
James E. McDonald

JEM/msr

1968 July 8

card # 535-c

Ohio

SIGHTING REPORT ANALYSIS

97 Letter

Source clipping
Youngstown Vindicator

Date Rec'd 7/15/68

APPEARANCE AND BEHAVIOR Witness were flying in a Cessna 172 Skyhawk
when they saw an obj. coming to SE. was cylindrical, 16-20' high
6-10' dia. Pilot went into series of aerial maneuvers & DFO followed

Day _____ Twilight _____ Night _____ Weather _____ Duration _____

More Detail Needed	Responsibility	Date Done
<input checked="" type="checkbox"/> Send 97	<u>DSE</u>	<u>7/16/68</u>
<input type="checkbox"/> Character/Background Check	_____	_____
<input type="checkbox"/> Refer to Subcommittee	_____	_____
<input type="checkbox"/> Refer to Local Investigator	_____	_____
<input type="checkbox"/> Request Photos/Negatives	_____	_____
<input type="checkbox"/> Astro Check	_____	_____
<input type="checkbox"/> Fireball Check	_____	_____
<input type="checkbox"/> Weather Check	_____	_____
<input type="checkbox"/> Other _____	_____	_____

WITNESS (Last Name) Montgomery (3)

DISPOSITION File Cy: X T

Colorado: Date sent _____

Subcommittee: Date Sent _____

UFOE II or Investigator _____

Personnel List(s) _____

Other _____

PROBABLE IDENTIFICATION

Star/planet Fireball Balloon

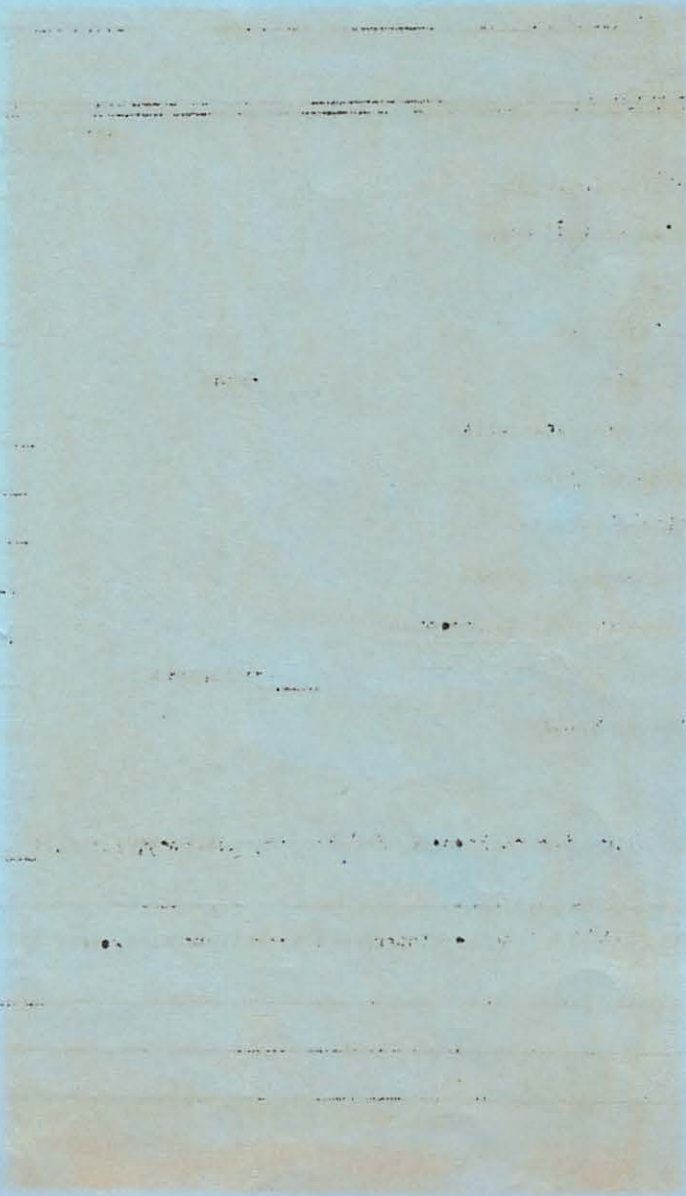
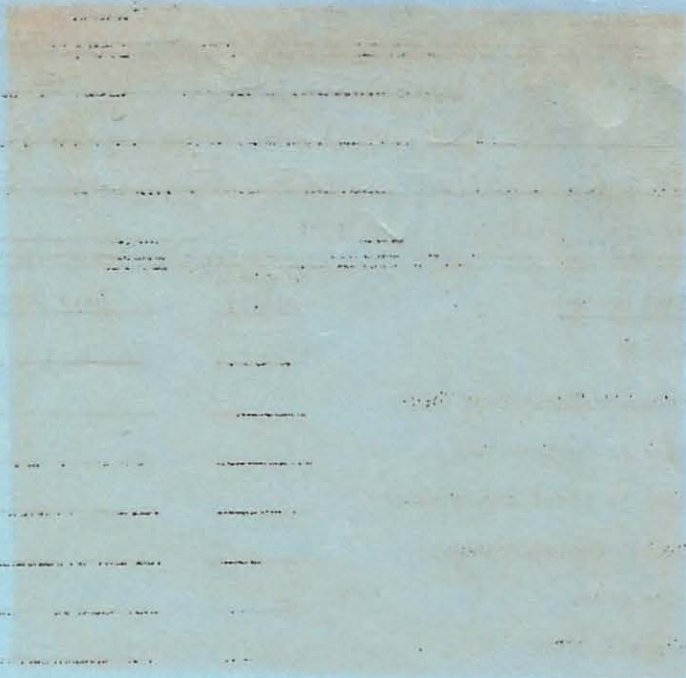
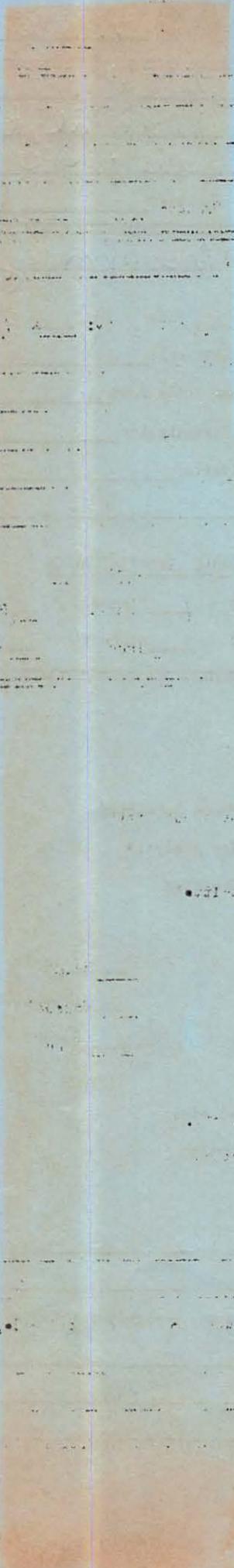
Met'logical Aircraft Sat

PATTERN STUDIES

- | | |
|---|---|
| <input type="checkbox"/> Structural Details | <input type="checkbox"/> Secrecy or Cover-up |
| <input type="checkbox"/> New or Unusual Shape | <input type="checkbox"/> Foreign |
| <input type="checkbox"/> Lights | <input type="checkbox"/> Photo Case |
| <input type="checkbox"/> Beam of Light | <input type="checkbox"/> Photo/Negs Submitted |
| <input type="checkbox"/> Propulsion | <input type="checkbox"/> Sent for Analysis |
| <input checked="" type="checkbox"/> Flight Characteristics | <input type="checkbox"/> Not Submitted |
| <input type="checkbox"/> Satellite Objects | <input type="checkbox"/> Instruments |
| <input type="checkbox"/> Physical Effects | <input type="checkbox"/> E-M Effects |
| <input type="checkbox"/> Physiological Effects | <input type="checkbox"/> Hover-Accelerate |
| <input checked="" type="checkbox"/> Near Landing/Class Approach | <input type="checkbox"/> Formations |
| <input type="checkbox"/> Landing <u>150yds.</u> | <input checked="" type="checkbox"/> Buzz or Pace Aircraft |
| <input type="checkbox"/> Reaction to Light | <input type="checkbox"/> Buzz or Pace Car, Truck, etc. |
| <input type="checkbox"/> Sound | <input type="checkbox"/> Other "Intelligent" Reaction |
| <input type="checkbox"/> Occupants | <input type="checkbox"/> Animals |
| | <input type="checkbox"/> Unusual Weather |
| | <input type="checkbox"/> Radar |

WITNESSES (Type, thoroughness, intelligence, literacy, etc.): Witness is 24, w/ 500 hours
flying time.

ANALYST'S COMMENTS (Notes on internal inconsistencies, weak points, strong points, reasons why probably identifiable, etc.):



The page contains faint, mostly illegible text. The text is arranged in several columns and appears to be a form or a document with multiple sections. Some words and phrases are visible, such as "RECEIVED", "DATE", "BY", and "FOR". There are also some numbers and what looks like a signature or stamp area. The text is very light and difficult to read due to the age and the presence of the tape repairs.

Spots Object Over Warren

Warren Pilot Says UFO 'Chased' Plane

What began as a rather romantic airplane flight in the moonlight Monday night ended as a nerve-wracking experience for two Warren brothers and their dates when they encountered an unidentified flying object which simulated an attack on the aircraft at an altitude of about 4,000 feet over the southeast section of Warren.

The details of the incident, which bear out the much-used phrase that "truth is often stranger than fiction," were related by Richard (Dick) Montgomery, a Warren pilot who

holds an FAA commercial license.

Montgomery, a 24-year-old law student at Akron University, was piloting his own Cessna 172 Skyhawk, with his brother Ken, a senior at Youngstown State University, and their two girl friends, Elizabeth Soverns Winter Haven, Fla., and Rosalind Rians, Silver Lake, O., as passengers.

Describes Incident

Here is the way Montgomery (Please Turn To Page 11, Column 1

Spots Object Over Warren

Warren Pilot Says UFO 'Chased' Plane

(Continued From Page One)

related details of the Monday night incident:

"We were cruising over the west side of Warren about 10:20 p.m. headed east when I noticed an object coming toward us from the direction of Youngstown to the southeast.

"I swung over in that direction to get a closer look when the object headed directly toward our airplane. It stopped and hung motionless in the air at an altitude of about 4,000 feet momentarily and as our aircraft came closer it moved swiftly upward and came back at us from another angle."

The pilot described the UFO as cylindrical in shape, of metallic composition with a muffled light beaming from underneath. He said it was from 16 to 20 feet from top to bottom, from six to 10 feet in diameter and was poised in a vertical position during its flight. Montgomery said that although the object was cylindrical in shape, the metal sides had a sort of an octagonal appearance.

Says It Followed Plane

"I sent my aircraft into several maneuvers and the UFO kept following me, staying a distance of 150 to 200 yards away all the time. After sev-

eral maneuvers which simulated a military 'dogfight' the object suddenly sped in an easterly direction at amazing speed and was quickly out of sight," Montgomery said.

The pilot, who earned his license about five years ago, said he had been flying for more than six years and accumulated several hundred hours of flying time.

"In all my experience I have never seen anything like what we saw Monday night, and I don't think I want to have that kind of an experience again," he commented.

The pilot said he landed his aircraft at Warren Airways field (Skeets Field) at Southington and notified the control tower at Youngstown Municipal Airport of the incident.

Montgomery said the staff on duty there had received several calls from area residents who reported seeing what they described as a "dogfight" between two aircraft in the skies over the southeast section of Warren.

The pilot also made a report to the U.S. Air Force officials at the YMA base there.

The Montgomery brothers, both graduates of Harding High School, are sons of Mr. and Mrs. L. O. Montgomery, 1755 Maplewood NE.

WARREN, OHIO, WEDNESDAY EVENING, JULY 10, 1968

Trumbull County's Complete Home Newspaper

Warren Tribune Chronicle

Pa.

535-C

July 8, 1968

Blue sheet - card

12 Youngstown Vindicator
Wednesday, July 10, 1968

Warren Pilot Chases UFO Monday Night

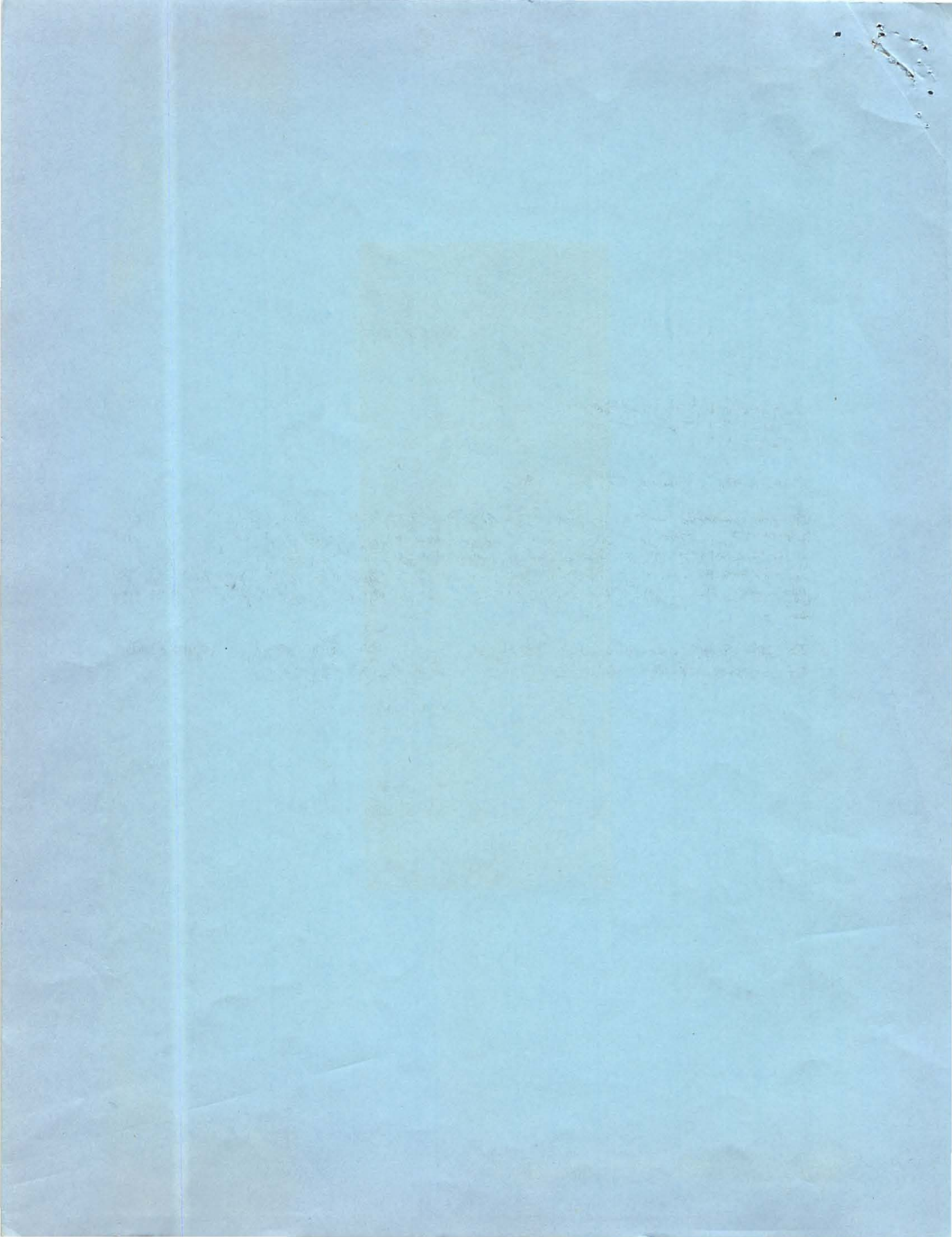
RECEIVED JUL 15 1968

WARREN—Richard Montgomery, 24, of 1755 Maplewood Ave., a commercial pilot with over 500 hours flying time, has reported "playing tag" with an unidentified flying object northwest of Warren at 10:30 p.m. Monday night.

Montgomery, flying a Cessna Skyhawk, departed from Warren Airport at Southington about 9:30 p.m., accompanied by his brother, Kenneth, 21, Elizabeth Soverns of Winterhaven, Fla., and Roslyn Rians of Silver Lake, Ohio.

At 2,000 feet altitude, Montgomery says, he saw a silver cylinder-type object directly above him with a "bright light" underneath. He said it was flying in a vertical manner and he turned toward it to see if he could identify it.

The object climbed to about 4,000 feet but dodged Montgomery's attempts to turn his landing lights on it, he said. Montgomery said he checked with the airport and was told several persons reported a plane chasing an unidentified object.



July 16, 1968

Mr. Richard Montgomery
1755 Maplewood Avenue
Warren, Pa.

Dear Mr. Montgomery:

It has recently come to our attention that you have made a sighting of an unidentified flying object while flying your own plane on July 8th. We are enclosing four of our standard report forms for you and the other three witnesses to fill out and return to us at your earliest convenience. Please include individual sketches of the object, giving as much detail as you are able.

We greatly appreciate your assistance and cooperation in this matter and are looking forward to hearing from you in the near future.

Sincerely yours,

Diana S. Knop
Staff Assistant

DWSK:k

July 16, 1968

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Sincerely yours,

Diana S. Knop
Staff Assistant

DW8K:R



Mr. Ted Bloecher
November 30, 1968
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It might be worth my pointing out that I've adopted a criterion for deciding whether I expend precious telephone money on checking particular cases, at least under present conditions. If it has some direct bearing on the forthcoming Colorado report, I proceed. If it's a multiple-witness case that bears on some one of the several special categories that I am trying to get more data on, I proceed with the call. But if (as in the Brundage case, the Funk case, the Rotenberger case, etc.) it involves a single witness without unusual claims to credibility on some score, I figure I can't afford to check it, at present.

A case that I did spend some phone-money on yesterday is one that I'd like very much to have you take a look at in the files. From George Earley, in last week's mail, I received a clipping on a Warren, Ohio, case of July 8, 1966. Two nights ago, I phoned the principal witness, a pilot named Montgomery, and talked with him at some length. The sighting involved three other witnesses in the plane, and Montgomery explained that two different groups of people on the ground saw him involved in a "dog-fight" with the object. After weighing everything that he reported, I am left with the slight suspicion that it might have been a gas-filled plastic bag of the prank type. That suspicion is not strong, since several circumstances rule it out, if they can be supported. The principal one is that Montgomery asserts that, after he ceased dog-fighting with it, the object flew around him in two or three complete circles. Also, he claims that it came in fast and left fast, before and after the dog-fighting, and he claims that it climbed out, on final disappearance, heading back towards Youngstown. An anonymous telephone call to the local paper a year or so later claimed to be from a person who had released a gas balloon. You will recall Ruppelt describing some alleged Air Force tests in which experienced pilots tried to intercept balloons with lights on them. I am prepared to believe a fair share of the illusions of movement that Ruppelt reported. Flying in the dark, without a clear-cut reference system, a pilot would surely make many errors of misinterpretation. However, if some of the ground observers had a good opportunity to perceive the absolute motion of the object, the case may still come through as a strong one. *

Hence, if you have anything in the files on that one (Montgomery recalled that a Washington UFO group contacted him for information), I'd be interested to get it. I should add that I haven't given you anything like a full account of all the circumstances here. It had a rather bright light in the bottom (hard to square with a prankster's balloon), and the sides of the object were prismatic (octagonal).

* I've since interviewed 3 who observed 'dog-fight' from ground. Confirmed that object stopped dead at least once, but do not confirm that it was A/K. Call 3 felt could not have been balloon or A/K that Montgomery recalled.

1968

McDonald Archives
Box 8

11-30-68

(T.F. Malone)

Dear Tom:

Here's a copy of my letter to Dr. Seitz, asking him if he's interested in my critique of the CU report.

Also enclosed are copies of a couple of press items on the Condon report. Note closing statement of the AP story of 10-31-68. Not quite what you'd expect a scientist to say as he turns in a report that he regards as significant.

I've been on the phone most of the day interviewing witnesses in an incident near Warren, Ohio, July 8, 1968, in which an aircraft (Cessna 172) with 4 persons in it was buzzed by an object following which the pilot, a 24-year old law student at Akron U., was brash enough to try to pursue it to get his landing lights on it. It was about 10:00 PM, and over the town, so many persons on the ground watched. I interviewed three of the latter. At one stage the object stopped dead still for several tens of seconds, and the pilot nearly hit it. He, himself, described that part as what led him to break off the chase. He had a brother and two dates aboard and the girls were getting sick. Said he didn't want to have to clean out his cabin! Shortly after he stopped pursuing it, the object shot off at high speed, passing out of sight to the N in the A/C and to the ground observers. The pilot said it was a vertically-oriented object that seemed octagonal or prismatic, and had a bright yellowish light at its base. He reported it to FAA and Air Force officials as soon as he landed, but no one ever came to interview him.

Another current episode I'm checking occurred on 1/13/67 in SE Kansas and SE Missouri. Many police and sheriffs' deputies involved. Talked to a police captain on the Joplin force last night; he had 7 cars out on the edge of town watching as the object came in from Kansas, following a radio alert from the Pittsburgh, Kansas radio dispatcher. Big round metallic sphere with a rim or band around its middle, he said. He and three others followed it 45 minutes after it veered over Joplin and headed to the SW. Just got off the phone from a call to the sheriff of Cherokee Co., Kansas. He and the chief of police of Baxter Springs watched for 30 minutes at dawn that AM as still another inexplicable phenomenon, too involved to start describing here, unfolded. And so it goes. This UFO problem, Tom, is (as I told Seitz) going to shock the scientific world when they finally recognize what's been

CV call this with Helen

MEM

December 12, 1968

Mr. Richard K. Montgomery
1755 Maplewood N.E.
Warren, Ohio, 44481

Dear Dick:

Thanks for having Fieldhouse send me those names. I have now interviewed Glen C. Saylor and Thomas G. Reifinger, the two men who observed the incident from the Packard Electric plant.

Their accounts jibed rather well with those of the other ground observers, supporting the momentary halting of the unidentified object, its rapid final departure, and the maneuvers of the aircraft in attempting to get near the object.

Saylor and Reifinger watched the unidentified light moving in from a southerly direction for 10 or 15 minutes before it got up in their vicinity. They said it stopped several times en route. They, like the other ground observers, never saw the object circle you. Hence, I think it is a reasonable conclusion that, in your fast maneuvering, you were attributing to the unknown object motions that were really a result of your aircraft's movements.

There is difference in interpretation of the direction towards which the object left. Whereas you said it went back to the southeast, Price thought it went north or northeast. Reifinger and Saylor said it went east or east-northeast.

I could go into more detail, but the main point is that there is a consistent core of observational evidence here, suggesting that one is dealing with an entirely unconventional object of some sort. Both ground and air observers concur in the momentary dead stops and the unconventionally fast departure.

I tried today to locate Elizabeth Soverns. I got a telephone listing of a Soverns residence in Winterhaven, Florida, but no one was at home. I shall probably make a further attempt to locate her.

In looking over my notes from my interview with you, I realize that I didn't ask you explicitly whether you did ever

Mr. Richard K. Montgomery
December 12, 1968
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succeed in getting your landing-lights squarely on this object. Would it be possible for you to send me a note on that point?

You mentioned that a Washington group had contacted you. I just got from NICAP (Washington, D.C.) rough page-proof of a forthcoming report they are putting out. I note, with pleasure, that they have a brief account of your case. It's a significant case, and I am communicating to them some of the supporting evidence that I have found.

I hope you will thank Mr. Fieldhouse for his assistance, when you next see him.

I am going to be speaking on the UFO problem to a meeting of aviation writers in Dallas in a couple of days, and I'll probably recount your interesting experience.

Best regards,

James E. McDonald

JEM/msr

P.S. I enclose a stamped and addressed envelope for your use in sending me a note on that point about the landing lights.

J. E. M.

1-6-68

Dear Dr. McDonald,

I am very sorry that my communications became delayed. Akron University ended their quarter the 13th of Dec. at which time I left for Miami, Fla. for 3 weeks.

I picked up your letter today at home and I hope my response is not too late.

To answer your questions

from the 1st letter: -2

① I will still stand by my observations with respect to the direction or path the object followed when I encountered it. "Southeast" heading toward me. I definitely do not feel it could have been coming from the Southwest since that would have placed it to my right or quarter behind.

② after the initial encounter I do feel that my position could be considered N- to NE. If I remember right I placed myself near the

2-

Packard Plant which is ⁻³⁻
located just about due
north of town. I may
have not ~~have~~ made my self
clear in that respect.

Since I did make several
turns etc. my track was
definitely in the N-NE area.

③ Object revolving:

As to the question of whether
my plane moved around
the object or visa-versa:

Thinking very carefully
again my airspeed was
down to 100-105 since I

was climbing, and after
trying to follow it
in a circle a couple
of times - [which would
tend to look like I
was the one who was
doing all the turning]
I distinctly remember
not being able to keep
it in my front window
so I just tried to level
out, and fly straight and
rock my wings as it
passed on each side.
∴ It is not possible.

4.
the

- 5 -

for the object not to be
moving around me because
at a 100 mph or better
it was following and
keeping ahead of me
on all sides. Since

I could not get my
lights on the object or
even keep up with it,
I thought by flying
straight I would ~~see~~ ^{shine}
on it as it passed
by. But unfortunately

the lights did not
 hit the object direct -
 but as it came near
 the lights, the object would
 change direction or
 at least miss the
 beam.

(3) Direction of exit:
 To be truthful I
 thought the object
 left in a least or
 south east direction
 but at the time

I was flying west
to Warren airport
and between glimpses
looking back it
may have gone East
but not in any other
direction. I'll say East or
Southeast. Since I may
have missed the object
up with a plane or
something coming from
Yo. airport at that
distance. It just seemed

to be headed toward the
direction of the 'moon'
~~if~~ if I may say that
without trying to be corny.
and the moon was in
the Southeast.

I sincerely hope
this information will
help you.

190 So. College St
Akron University
Towers 901
Akron, Ohio

44304

R. K.
Montgomery

Warren, Ohio (1)
July 8, 1968

→ Warren, Ohio 7/8/68 JULY 8, 1968.

→ 11/26/68 Rec. Early news copy of story from Warren Tribune, date 7/10/68
re case of MONDAY, JULY 8, 1968.

→ Richard (Dick) Montgomery ⁰⁴²¹ flying in an Cessna 172 Skylark @ 4000 ft
over SW Warren near 10:20 P.M. (Nearly full moon & fog)

Passengers: (1) Ken Montgomery, brother (2) Elizabeth Sovens (3) Rosalind
Prans.

→ Was headed E over SW side of city. Saw object coming from SE, 20 mi
Youngstown. R.M. swung towards it & then it veered towards them. Suddenly
stopped momentarily. As he approached it shot up & then came back at another angle.

→ Cylindrical, "metallic", "octagonal appearance". 16-20 ft high,
6-10 ft diam. Pointed vertically, as flew along.

→ It followed Cessna 10 lobby had witness. Suddenly shot off to E & ju

- Q: (1) Did direction? (2) Longest stationary period (3) How often stationary?
(4) Cleared it yet (5) Describe engine maneuvers (6) Axis always vertical (7) Alt
as it decay in moment? (8) Clear or cloudy? (9) Any flames or exhaust visible
(10) Any effects on compass, or radio etc?

Tel AC216: 374-3955 Dick home Wed night Got home 9:15 PM TUSH
Dick Ken first & he turned plane over to Dick 11-27-68 Spoke ca 1 hr 5 min
no logs.

Dick Montgomery [R.K. MONTGOMERY, Fairview: 1755 Maplewood Dr
Warren, O., 44483

Monday 10:20. Cessna 172. Alt 4000 ft from UFO.

He was initially at 2100 ft mod = 1000 ft terrain.

When he saw it, he started to climb, especially, since it lay above them.

It lay over Hills (S-Come SE) & coming to them from SE
He was in NNW corner ^{of town} (over Packard Electric). Skells first small
pencil tip (Pop of Warren 75,000 ft Alt # 422 birds town & he
was headed SE. Had worked @ US Steel @ Youngstown Steel & the

two boys & later was going to show girl the engine then

[Closest he got to it was when he at 3800 ft lay in front of them. He tried to put his landing gear out.]

First it passed them, apparently, on left wing & a bit above him. He put it on left bank, wanted to watch it. It looked like it was falling ^{coming down, at first} forward and down. Almost vertical, 10-15° off vertical. Bottom end looking. Distance on 1st pass - less than 100 yards

Moon out but not sure if Moon in SE, (isn't Kenny low full it was, off - stone) Think full. ^[was nearly full rising into dawn] Clear - no clouds, stars ^{well spread across on NW side of moon} still off N.W. side ^{of moon} when it passed. It moved faster, maybe 200 mph. Looked like white light on tail of jet at first, ^{in fact} The light proved to be on bottom, but at first could only see light ~~streak~~ out. As it passed. ^{Set} Closer to cigarette than post. Maybe 3 times as long as across. Says 6-8 ft in diameter, maybe 15 ft long or so.

They that was really ~~odd~~ ^{strange} was that it came across him & he had to get his head up, it being a moment. Then it shot over him & he looked up. Seemed to be ~~geological~~ ^{geological} or present. Not unclear. Couldn't say if 6 or 8 or 10 yards (int presume)

Light on bottom not blinking, but varied irregularly. Then more intense at times. White. One could look at it most of time, but when right over was much more intense. Passed over east 25 ft. It's light illuminated the cockpit via plexiglass.

Sequence: After first pass, roll to & it circles to left counter-clockwise. He checks at 105 mph. He called turn with it. Has rear view mirror in Cessna, 72 Skyhawk.

Skyhawk - single engine 145 hp. (1966 model)

It was close him, as when he turned his head, very black &

Warren, O.
(2)

so he had to level & bank right to see it.

It did a 180° ofly, he did a 180°. It went around
him 5 or 6 times with a radius of 120 yards (length of
football field). Came down to him when behind him, he thinks

He himself did 1-2 circles but couldn't keep up with
him. One of the girls was getting ill (hadn't flown before), &
he didn't want to clean up the plane, so stopped maneuvering finally.

They ^{girls} were ^{worried} to chase it. Never did get panicky.

Ken was in front seat Elizabeth Sullivan, Wichita, Kans. F-4 pilot

at times looked at 30-45° bank. He doubts if it can
do a turn as tight as 120 yards. As UFO did turns it didn't
change attitude. It flew drag, circles-ovals. It stayed with
him as he flew at 100mph & got it on out side him.

One time it did change to come up when he tried to climb & slow
throttle. He tried to get his landing light on it early in game.
Couple of friends at Parkland Electric & they at a barbecue saw
the drop-out. The landing lights got the attention (one light
got down & low ahead. He doesn't think the ground crews saw
its shape in dark. An account in paper a day or two later
& someone called in to say it was a hot-air balloon & candle (someone
anonymously claimed to have seen balloon later)

He called USAF, Youngstown USAF Reserve. No one called
back. Notified Youngstown Airport immediately ^{with}. He had no
radio in plane then. Called by phone, asked if they had
any radar coverage with FAA Control Tower said they had lots of
plane calls, (probably from Warren) who can drop-out. Just they
not what anything ^{radio}. But may have not been totally correct.

No report to radio a check.

It hung motionless, dead in air for several seconds. He pulled his plane up into still became as dark as it. He tried to get his lights on it, by kicking rudder. As it slipped, his closure rate increased rapidly. He afraid he almost ^{about to} hit it. Pilot which found it shot under it. Stomachs of girls just about gave out. He had forgotten the girl & her lack of flight experience.

It came around behind him & he looked for airport. It headed back to SE & he headed to W & looking at 80' clock out west back. All of sudden it dropped a bit & then it flew fast & near the moon. Moon was out 30° or so off horizon. It passed under ^{moon} & climbed out. Still had the lights on. No change in light throughout.

Total duration? About 7 minutes. Dubois tried it. Don't look at clock ^{in case} & saw was 10:20 near start & near Lander at sheets near 10:35. (now called Warren Airport)

Owner of airport is Mr. Fieldhouse. His ~~name~~ hobby is the airport, lives there. He works at Packard's ^{St.} General Foreman of Inspection. Menon previous alert saw the dogfight from plane & told him they'd seen it. Dubois talked to any of those men @ Packard.

Mr. H.D. Fieldhouse, ^{Hen - Fieldhouse Rd} ~~Hen~~ ^{Hen} Fieldhouse Rd, Southington, Ohio
Cit barbecue. friends who saw it included a neighbor. He got names for NICAP: H. Don Price See Don C Price 1442 Hamelly ^H
~~Southington~~ Warren, Ohio Tel ²¹⁶ 395-7508 re that witness

Price dit, Fieldhouse did not see dogfight. ^{Some others also saw it}
Known of no other accounts than in Warren, Tribuna
Cynthia Coby who saw it, was doing UFO study. Her children saw it & got

east of Lakewood to Akron, ^{Ohio} Holland, Ohio (sister of Warren)

She knows mother, he liked talk to her, doesn't know just what she
saw. Mrs. Delbert E. HYDE, 8596 Squirrel Hill

Drive NE, Warren, Tel. 856-2476. Others called to

Hodent paid much attention to UFO's before. News interested in
says he can't make any conventional explanation. Balloon
explains doesn't make sense (said it was caught in his "wake".)

Winds light? Didn't sense any winds. It was it like all
day. No winds at supper time. They have a place at the lake.

It circled him ca 2-3 times after he stopped turning. (Very imp.)
Only time he had clearing view when nearly stalled it.

Light was up inside the hollow bottom. At times it became a bit
yellow. No flame color. Rest of it was ^{light} more solid appearance middle
Very top of it? Rounder core, or top

Seemed metallic in finish

When it was right in him. Saw something like a brace or cross-
bar, but recollection vague. Light above the brace he recalls

192 has plastic only not part seat. Two or three would look up at it as plane

Dick is 25 (last month). In in low school Akron U.

Ken is 21. In at Youngstown State.

Dick has 600 hours. Has plane 5-6 yrs.

Says Elizabeth Sowers is intelligent girl. He not sure how
much she'll recall. It was ^{his} first flight, may not recall detail

Also a night explosion can be fooled. Goes to school at Fla. State.

Residing Rian at Miami U. & his near Akron, I believe

It pulled way to SE & definitely climbed out

My friend & Patrick that can't come down as Dick
doubted.

0536
(No. at sold. 253-0356 in Akron. Papyrus on floor)
I'll try to send me name of man at Poached who saw loggett. I'll call
Don Price

Notes: 10:30 PM 11/27 After 1 hr 5-10 min call:

• Jack m seemed good witness. Worxy, etc.

The gas-balloon explanation fails in following points:

- 1) It under him several times after he stopped trying to out maneuver him
- 2) Light was not like any plane. White
- 3) "V-tailed" sides not easily squared with gas balloon
- 4) It climbed out, after seeming to drop, as it went away to SE. He, flying west, by contrast.

→ 11/30/68 Bud Holt just guessed 500-ft min turning radius for 172. Figured to be stressed for about 3 g's.

Q 1968 Flying Annual (1 in 10 A/C in air is Cessna 172!) Cost ca \$10-12k

Donald C. Price, Warren O. Phoned him 11/30/68, 12:30 am in Ohio.

1442 Hamilton St, Warren. AC 216-395-7508

Went on Robert Dene - NE side of town (8 persons). They were looking to E & to NE. ^{Starting from here} Cylindrical very bright. Moved erratically. Didn't follow a straight course. Would dart. Dene (line it up with trees to be under just under in background watching it.)

Never saw it circle plane. It moved S to N. Dene means straight course - various speeds. Once or twice stopped dead, maybe 20 seconds at a time. Watched for quite a while. Dene seem to reverse course then he seemed always to ^{proceed generally} go N. All of sudden ^{the} backdrop ^{of} ^{the} ^{sky} ^{and} ^{it} ^{went} ^{off} ^{to} ^{the} ^{SE!}
"Flashed out of sight".

Highest alt? Hard to tell. Maybe 500-1000 ft, don't know how to guess.
How big? Looked about same size as ^{the} A/C, roughly.

Color - yellowish gray color. Light seemed over entire surface of object.
 Couldn't tell shape from ground very well.
 Hard to tell if it's light or light bottom. Seemed to be lit up in general.
 Duration? 10 minutes - 20 minutes perhaps, seemed a long time.
 That's what I thought it before A/C blew. A/C came up later, when they got to N of then.
 Couldn't be plastic balloon, No. Mitions. To's imagination, he said.
 When 1st seen was ^{to} SE + looking N. Already long N of
 these other A/C came up to it.

A/C seemed to try to catch up with it. But couldn't catch it.
 Recalls A/C trying to circle it. Couldn't recall object circling A/C.
 Object seemed to move irregularly up & down & sideways.
 Were at home ^{at} ^{MT. LAUREL MURTO'S} ^{LAURIE MURTO (in next unit.)} ^{at} ^{LARRY MURTO'S} home, at time.
 Didn't go just straight north, would go sideways at times.

Write (off-phone) said it would drift up & away from A/C. She then
 Know Dick M? Has known Montgomery, ^{Dick a} ^{several} ^{times} ^{long}. (some baby to see)
 Regards ^{in Mont.} ^{him} so reliable & entirely honest & straight forward.
 Didn't know it was ^{Montgomery's} ^{the} ^{plane} till 21 day later when in papers.
 No USAF interviewers called to him, he answered.
 His sister & her husband also has with ^{him} ^{but} ^{not} ^{met}. They want even
 interviewed either.

Comments re D.C. Price interview:

- ① Main point: Confirms non-balloon nature. Erratic motions, bright light. Multiple, independent, witnesses, distinctly different frame of reference.
- ② Attests to R Montgomery's reliability.
- ③ Reveals some of Montgomery recollections & mentalities probably wrong. However, he may be wrong as re circling of object by A/C, though more chance of Dick's being confused than Price's being confused.

Mr. Laurie J. Murto Phone Sat - 11/30/68 at 3:00 PM
1997 Robert Lane, Jp 44483 Warren, O.

Was his birthday party. Yellow object. ~~Color~~ ^{yellow} than moon. Clear sky, ~~with~~ stars bright. Ho home a NE side town.

Came on house & slowed down. Saw A/C fly, ~~passed it,~~ ^{AK} ~~1~~ ² mile 29
3 started it, "like a humming bird." Went up at UCI, stalled, pecked
off, & fell back, ... it one time.

Object went off to NE, & up. ^{away} ~~to~~ ^{to} think
away. ^{then} Object did slow down & stop ~~and~~. Became smaller & smaller,
like a star. ^{left} Carl recall it was circling the plane. May have
made some maneuvers, like that but he can't recall.

It was going to ~~turn~~ ^{from} NNE, out of SSW. Went
directly ~~west~~, ^{was} ~~west~~. Saw it coming from SW. Had a view to SW
from backyard. Trees, but didn't become aware to SW.

Duration of obs: Few minutes, ~~perhaps~~.

When noticed, A/C clearly near it, as only saw it briefly before A/C came.
(Asker with no idea. She cried yellow, off-plane.)

Could't see any shape, seemed round disc, just roundish. Hard to see
Color: Not flames. Like a light bulb, more.

Asked: Could it have been a balloon? Peculiar shape, ~~like~~ ^{like} balloons, ^{1/2} ^{feet} ^{Materialless}
for several seconds.

Said he watched it longer than rest, ^{near end of period.} ~~was~~ ^{was} motionless at end, as

grew smaller. I called Mrs Murto to show me the halting, ~~since it~~
^{one side} ~~let him it dropped once when plane near it~~

She said it came to stop while plane was near it, ~~then~~

Plane came down & climbed back up when motionless. Then object
started up again. Time for plane to climb & climb, maybe 10's ^{seconds} ^{minutes}

Lay N.E. at that time. ^{what later} Doesn't recall it ever flew around A/C.

Doesn't think it was a balloon. Doesn't recall that it ever came up

conclusion that it was a balloon. Allegedly that it was unusual.

Others in town saw it, ^{to some} People in ^{hometown} said they saw it, ^{to some} Paper said balloon, ^{most} they forgot about it, ^{to guess}

Another couple: ^{most} Mr & Mrs. Henry NOTARIANNI
not in town this weekend, were there also. ↳ 2850 Hoffman Creek
372-2383

Were 8. ^{2 others were with Pruitt} those I did saw it & "marveled at it".

What made it so interesting was that H/C was playing with it; he stated.

Comments: In general, tends to confirm Price's account.

- ① Convinced it was not like a balloon. The ball would be hard to square with balloon.
- ② Now some visibility UFO really arches Skybank. Montgomer must, it seems, have lost reference in logbook.
- ③ The shell & peel-off, described by Mont. is confirmed.
- ④ That it either continued N -ward or dived out is now clear. Unlikely it headed back to SE as Mont said. He probably turned around. Monte, at our home, most likely to have come straight.
- ⑤ Yellowish, non-flaming, color of light confirmed.

Glenn C. Saylor Called him Tues 12/10/68 ca 0900 no T.p
3125 ARIS ST. NW, Warren, Ohio AC 216 898-2348

One of 2 at Packard Elect. Name & address sent by Steve Frelthorn at RK Montgomery's request

News in NE part of city. 10 o'clock break, at Packard Electric Co
Saw they like light bulb coming out of South, ^{hardly} almost due north when they ^{first} saw it. What made them notice it was that it would stop. Distinct stops was white most of time, but would change to orange. Not sure

if charges coincided with the steps and recall. Not planned

Saw small plane coming in from north, to check. Two black
some of view. Not dead one of details. Plane angled downward, began
to gain altitude. Plane met UFO at point ca 1/4 mile east.

Took maybe 10 minutes in all, maybe 20. Most of it coming in from S

Doesn't know Montgomery

Doesn't recall UFO ~~at~~ circling around A/C.

Plane advantage 5 mins. Does recall object slipping
more than once while A/C pursued. Once while plane climbing

Tridly headed due east, climbed & passed out of sight
it became like star in sky in east 30 second. Color also
changes white to orange, but not periodic not regular.

Could hear A/C engine noise but not noise for UFO

He estimated its height at only 200 ft off ground & said its
friend before paper reported pilot's height

No shape seen, just light. Not excessively bright. Would be
a pole-lamp at 1/4 mile

He talked with Reifinger. No others. Thinks Reifinger has
plane.

They reported it to 'plant protection' at plant. Saylor also
called local radar. Nothing out. Youngstown Municipal is
just east of Warr. Carl DeFase at Niles to south had
nothing out. Knows of no other systems

No USAF interviews of him.

Not a balloon. Could never have taken it like that.

Pachard Electric Co. D.M. Dorian, Harness & electrical
systems.

Never seen anything like that before. I don't think about it.

Seemed to go straight east.

Was very clear night, very still. Glass clear. Moon was out, but not very bright.

Doubted believe it was any balloon. No wind & seldom have south wind. Way it left was straight against a balloon.

Knows & no one else it plant into area it. Decent hour PK 17

Called Youngstown Airport (est 7-8 miles east) & no info on it. Yet it should have passed right over it. Towns said no one & no radar check on. Look on it.

Never interviewed by USAF personnel.

Recalls A/C turned on his landing lights. And he checks that A/C leaves to leave before UFO left.

Says he called to Fuldhome day after incident & before his papers had it. Fuldhome is former at Packard, & knows the pilot. They told F before Montgomery when, & heard of it. Then when report came in F before F heard of it from any other source.

Operator got Sovereign, Pensacola, Winter Haven, Fla.

293-1338, A813 No answer Wed Dec 11, 1968 4:30 P.M.

Trav from Chicago 12/17. N.A.

6/5 70. Similar object - May 10, 1969. Knoxville airport.

Investment in Queensland FSRJ newsletters later Nov-Dec 1969. How does see same elsewhere (NICAP? Apr?).

was they'd been looking for unknown. Reifinger

Thomas D. Reifinger - Columbus 12/11/68 0930. no exp
Box 280, Smith-Stewart Rd, Vancor, O. AC216 539-5256

Came out of SW SE heading N. Around 10:00 (head
down). Moved red slow. It seems looked like it would stop. It
came close, but to east & stopped, & just then the A/C came
into sight to NE & headed SEward. Seemed to stop for
maybe 5-10 sec just before A/C reached. A/C seemed below,
& circling & seemed to be trying to climb to alt of object.

As A/C circled, A/C made dips & motions as if trying to
get away. Then tried to circle again. Object would change
color & the lights shd when object would move.

Object ever circle A/C? No.

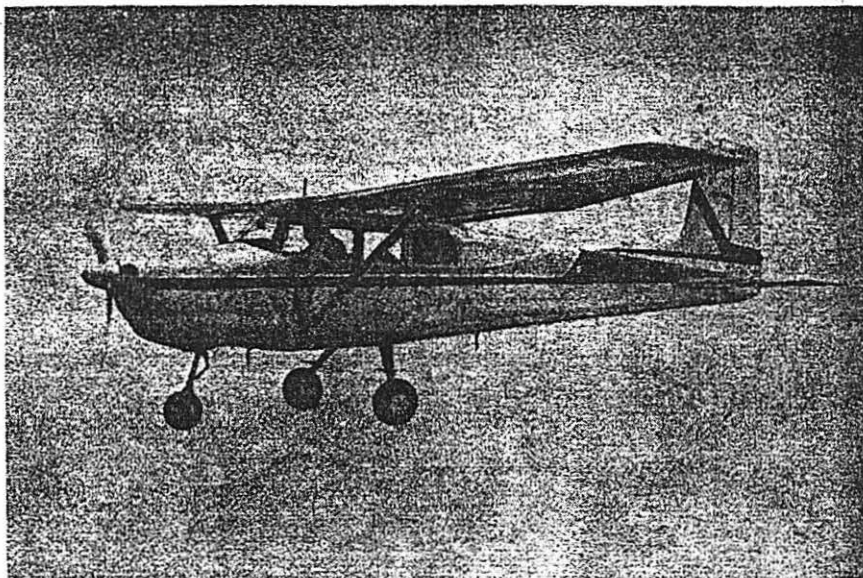
All they could see was orange light. Fairly large red lights
on A/C, but not very bright. Would brighten up as changed color
from white to more orange

As it came toward them, it was very bright. Even
when coming in dark that was A/C some no running lights. Also
moving too slow for A/C. Took roughly 30 min to get to
roughly E, as thinks it slipped on way in

How long A/C maneuver near it? Not 5 min, but several
minutes.

Can't recall UFO stopping as A/C maneuver near it
Never saw shape

Left fast, to east, faster than anything I'd ever seen
"Remed of speed that was out of sight." Just 1 second in 2 second



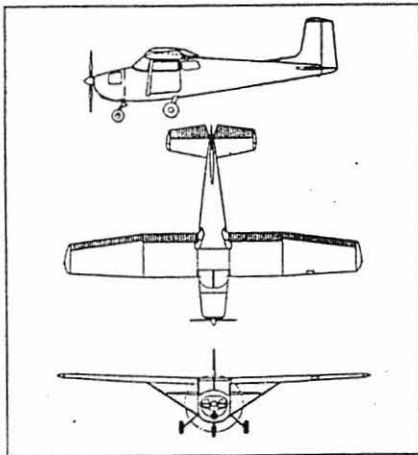
Cessna 172

TYPE • Four place
DESIGNATION • 172

SPECIFICATIONS • Span 36 ft.;
Length 25 ft.; Height 8 ft. 6 in.;
Empty Weight 1260 lb.; Gross Weight
2200 lb.; Wing Loading 12.6 lb. per
sq. ft.; Power Loading 15.2 lb. per

bhp; Engines Continental O-300-A (6-
cylinder), 145 hp; Fuel Capacity 42
U.S. gal.; Propeller all metal fixed
pitch; Wing Area 175 sq. ft.

PERFORMANCE • Maximum Speed
135 mph at 145 hp at sea level;
Cruise Speed 124 mph at maximum
recommended cruise, 7500 ft. @ 70%
power; Rate of climb 660 fpm at sea
level; Service Ceiling 13,300 ft.;
Range with Maximum Payload 519
mi. or 4.2 hours at 124 mph true air-
speed. Range with Maximum Fuel
Load 620 mi. or 6.4 hours with true
air speed of 97 mph.



REMARKS

Model 172 was introduced in 1956 with
new "Land-O-Matic" gear to make flying
easier primarily for businessmen learning
to fly. The low center of gravity allowed
by the new type gear provides excellent
maneuverability, ease of landing and
ground handling. The all metal airplane
is also equipped with "Para-Lift" flaps for
greater lift on take-off runs and slow, easy
descent when landing.

302

*Skyhawk is essentially same as the old 172
according to Dick Montgomery
See my 1968 Flying Annual - p 74. 1 out of 16 planes
added in the air is Cessna 172*