

1982 CE-I for a Volleyball Team

Summarized by Erwin Polakoff

TYPE: CE-I
DATE: October 2, 1982
TIME: 8:00 P.M.
DURATION: Approximately one minute
WITNESSES 10 (volley ball team and coach)
PLACE: Area of Springfield, MO.

This case is unusual in both the number of witnesses and in their articulate reporting of the UFO encounter. On October 2, 1982 at approximately 8:00 P.M., the volley ball team of the North Arkansas Community College was returning with their coach from competition in Lawrence, Kansas. The sky was clear; only a few high clouds were apparent and the moon was almost full. General visibility was very good. There was no wind and the temperature hovered around 65°F. The road being travelled had been divided into two lanes by building a new roadway parallel to the old roadway. The bus in which the volley ball team was riding was on the new lane. They were near Springfield, Mo. when the UFO sighting occurred.

All the members and the coach of the volley ball team, Dr. Sue McDonald, were quizzed separately. All were asked to make independent sketches of what they saw and, in their own words, to report on their experience. The following are examples of the results of the inquiry conducted by their coach at the request of the Center for UFO Studies.

Dr. Sue McDonald — instructor and volley ball coach:

Around 8:00 p.m. on October 2, 1982 I was traveling south on Missouri Hwy. 13 about 19 miles north of Springfield, Missouri. I was in a van with nine members of the North Arkansas Community College Volley

ball Team. We were returning from volleyball competition in Lawrence, Kansas. The sky was almost clear (few clouds) and the moon was almost full and one could see the surrounding terrain quite easily. There was no wind and the temperature was 65°F or above.

The road has been divided into traffic lanes consisting of an old highway and a newly constructed one. The flow of traffic we were on was heading south and was the newer highway lane. There are small farms and pastures located between the divided highway.

I observed two powerful lights heading north and which seemed to be where the opposite traffic flow would be located. At first I thought it was oncoming traffic, then I realized there were stars under the lights. Then I determined the lights were from an approach airplane which must be in trouble and attempting to make an emergency landing. I could see a blinking red light and some yellow and white lights became visible as it approached. I told the driver to "slow down." By the time the van slowed down I had decided the craft was not a conventional aircraft. I got out of the van as quickly as I could to get a better view. After I got out of the van and was standing on the highway I became aware of the craft moving in a "drift like" motion. The two headlights were stationary and did not rotate.

There was no sound as the craft stopped and hung motionless almost above us, but about a hundred yards to our left. The underside was in full view and about 40-50 smaller bright lights were plainly visible. I estimate the craft stopped between us and the opposite lane of traffic.

The craft seemed to be about 100-150 feet above the ground. Its size was about 75-100 feet in width. I couldn't judge its length but the total area suggested a compact size.

The moon was out and the brightness from the sky made the craft a silhouette against the sky. I could see definite contours under the craft. In fact, I could determine that the center of the craft showed depth due to the darkness of the shadows in that area. This is why the students described the sides of the craft as having "wings" or "sloped sides."

The craft was completely motionless for a good 10 to 15 seconds; then it began to turn. I was in awe as I saw it turn up and sit on its tail section (end). It kept turning, except its front turned toward the east, and then it straightened out (leveled) and moved slowly. It didn't seem to change its altitude at all as it moved. In fact it remained the same altitude until it vanished. We watched it as we continued driving for about a mile or so. It was just over the tree tops, it seemed, and finally the blinking red light vanished among the trees.

I remember the craft was almost in alignment with the moon, from where I was standing. I can mentally visualize that the size relationship of the moon to the craft was about 1 to 8 or 10.

We stopped in Springfield, Mo. and I called the Radar Tower at the Springfield Airport. The person answering the phone informed me that the radar had indicated no craft at all on that side of Springfield during the evening hours. After I described the craft I viewed, the person gave me the UFO Locator Center wats number to call.

Unfortunately, we don't know what became of the spheres; undoubtedly the Turkish military have them under classified wraps. Hollow spheres, however, strongly suggest that they were man made, but from where? A thorough chemical analysis was probably made, but can we ever know about it? Our Turkish informants will be closely queried, but...the military!

As for the other Turkish UFO sightings, Mr. Sarikaya has provided a listing of the movements and maneuvers, colors, sizes, shapes, light effects and physical and EM effects. Without listing them in detail, suffice it to say that the Turkish UFOs exhibited virtually all the strange characteristics which are described in the UFO literature around the world: diving, tree-top flight not generally attempted by any sane terrestrial pilot, hovering, noisy and sometimes soundless, the predominant orange-red colors, projection of beams of light onto the witnesses, EM effects (one amusing but unconfirmed reported event: the electronic-organ player at the Ihara Hotel noticed to his astonishment that the notes issuing from the instrument were completely at variance with the keys he was playing...just at the time a UFO was seen passing overhead) elliptical and oval shapes, falling leaf motion, and many other individual items, were all reported by people who presumably had little knowledge of the antics of UFOs in other parts of the world.

Mr. Sarikaya concludes: "The Ufological manifestations evident in the Aksaray sightings prove beyond a doubt that, contrary to the opinion expressed by the scientists, a UFO flap did occur in Aksaray, not to mention the other sightings reported from western and northwestern Turkey, including Istanbul and Izmir."

If and when Mr. Sarikaya's book becomes available in English, the Center for UFO Studies will make it available to American readers. □

Yakima Reservation Report

In the Spring 1981 issue of the CUFOS BULLETIN (now no longer published) the reader will find Mr. Bill Vogel's original summary of repeated sightings of UFOs over the Yakima Indian Reservation, reports which were made to him in his capacity as Fire Control Officer on the range. Most of the reports were made by Lookouts manning the fire control towers located at various points on the extensive Indian Reservation. There follows below a summary of some later reports furnished us through the kindness of Mr. Vogel, compiled by Mark Chesney, a research associate of the Center and one who is quite familiar with the region of the State of Washington where the Yakima Reservation is located.

The Yakima Indian Reservation sits in an interesting area in an interesting State. It is located in the north central portion of Washington State and is bordered on the west by the Cascade Range, containing both Mt. Saint Helens and Mt. Rainier (remember Kenneth Arnold?). To the east we find two US Government installations: The Defense Department's Yakima Firing Range and the Hanford Atomic Energy Reservation.

The Yakima Indian Reservation itself comprises hundreds of square miles of undeveloped forest, with a system of fire lookout towers manned by trained observers six months of the year, during Washington's dry season. Increasingly since 1970, UFO reports have come to Mr. Vogel from the fire lookouts, his rangers, the Indian Tribal Police, and the native population itself. Initially, Mr. Vogel refused to take such reports seriously, but as time went on he was forced by the circumstances to do so. The lookouts and others were originally reluctant to make these

reports, uncertain as to how such reports might be regarded by "the boss," but when they realized as time went on that he was becoming receptive to reports of UFO activity, a fairly steady flow of them began.

After a hiatus of several years in the late '70s, UFO sightings in the area began once again, but not in profusion. In the summer of 1981 there were a number of noteworthy sightings, and these are summarized below:

June 10, 1981

At 12:15 A.M. local time, a Yakima Indian couple were driving west enroute to their home. Suddenly the immediate area around their vehicle lit up and continued so as they drove west. Overhead they saw a fairly large "badge-shaped" object about 35 feet in the air. The object was soundless, its periphery was marked by small multi-colored lights that flashed, and there were three large pale yellow lights, one on each side and one centered between these. The central light was the one illuminating their vehicle. The object followed them for about a mile, when it then ascended vertically at a rapid speed and disappeared into a cloud-like mist of its own making. Throughout the encounter the witnesses felt no discomfort, nor did their vehicle malfunction.

July 15, 1981

At approximately 10:55 P.M. local time, four witnesses, at three locations and linked by radio because three of the witnesses were fire control lookouts, observed a large, bright white object as it made two passes over the reservation. The nearest witness saw and heard a rocketlike flame coming from the object, but only on the first pass. Another, farther witness watched

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Cindy Goodman — team member:

On Oct. 2, 1982 at about 8:00 p.m., I (along with the NACC Volleyball team) was traveling on highway #13, 19 miles north of Springfield, Mo. I was watching a plane, (or what appeared to be an airplane) to my left, flying very low over the top of the trees. I thought this was a little odd because planes should not be flying that low in the evening.

However, the closer we (10 of us in the van) came to this "object," I felt that something was strange. That is when I noticed this object was no longer flying, but "hanging" in the air. I then noticed the light's centered around the object. They were not flashing and the color of the lights was white. At the end of this object was a red light on top of what appeared to be a tail. There were wings on each side, but not the shape

of a 747 or any twin engine plane. The wings were extended, and were bent down and back toward the tail.

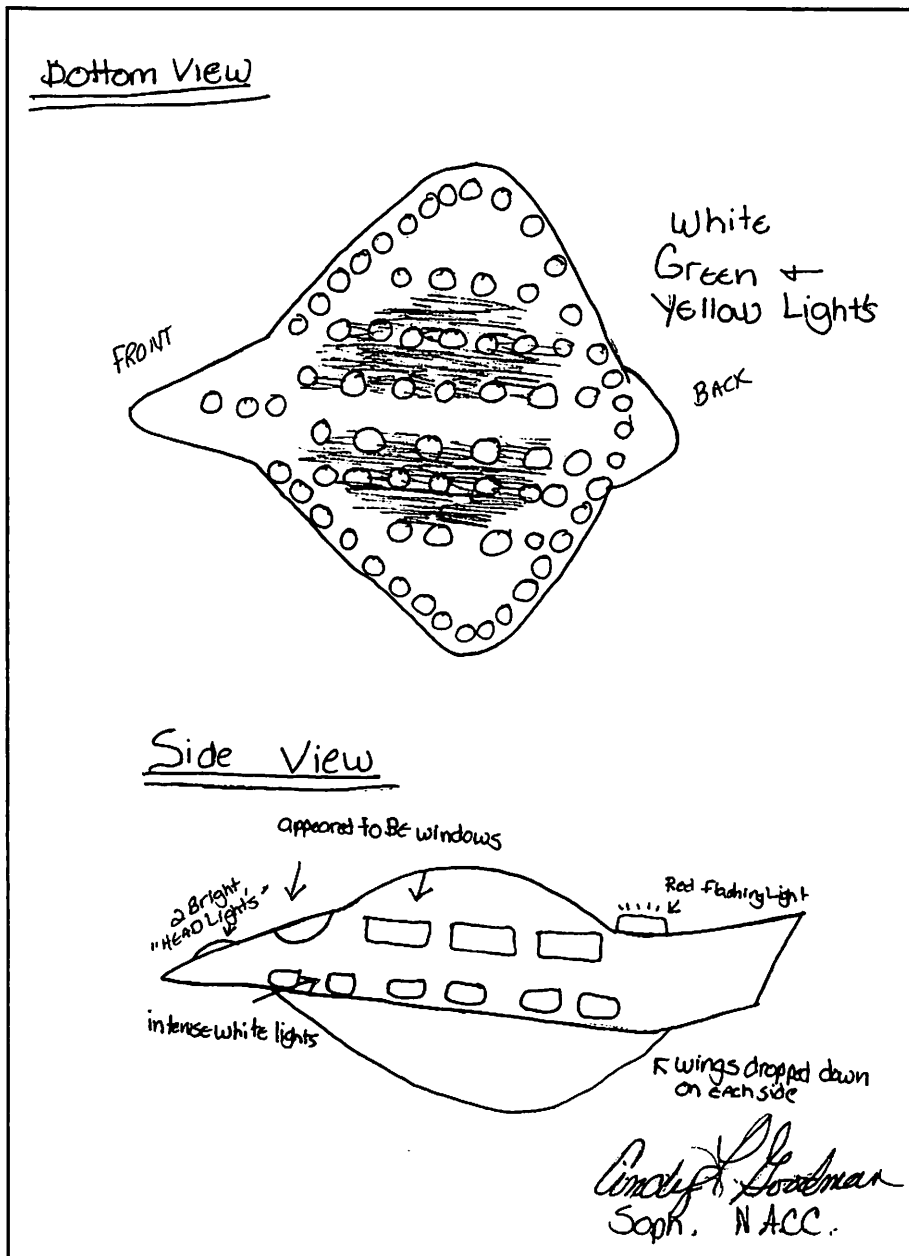
There was no sound or rumbling or anything! It simply appeared to float around then hung over a mass of trees, then headed south.

The height of the object from the ground was 175-200 ft. The object itself was the size of a small plane and it was about 100 yards away from us. As it approached us, it was traveling at about 20 mph.

Jeri Beall — team member:

On October 2, 1982, around 8:30 p.m., approximately seventeen miles before reaching Springfield, Missouri on our way back to Harrison, Ar., Coach McDonald and eight volleyball players and I saw an object that seemed peculiar. We pulled over to the side of the road to get a closer look. The road wasn't very busy, so we were not disturbed by the sounds of car motors.

When I first saw the object, I thought we were approaching a steep hill because it looked like two bright car headlights heading downward in front of us. The moon was almost full. Once we stopped the van and got out, I could see it more clearly. There were two bright headlights coming toward us at a low speed. I'd say the object was about one-half mile high. Its path seemed to shift slightly from side to side and perhaps even halted for a minute. Then, the object tilted to our left and started going toward the left. When it tilted, you could see several lights underneath it. The lights were round, just like smaller headlights. I really can't say how many smaller lights there were, or even their formation because I was in a state of disbelief.



Volleyball Team CE-I

It didn't seem to travel like a normal plane would because it moved much slower. The object must have been black because you really couldn't distinguish its form, except for the lights. It kept traveling, curving to the left and then straightening out, at a slow pace and keeping about the same height until it was out of sight. There was a small red flashing light behind the two headlights. This made me think that it was just a weird-looking traveling plane. I didn't hear engines and I specifically listened for a noise from it.

An examination of the remaining reports shows that they are remarkably consistent and the discrepancies that occur are minor and well within normal differences to be expected from various witnesses to any single phenomenon. The additional reports are on file at the Center and arrangements can be made for furnishing them to interested persons.

Because of previous flying experience, our investigator immediately jumped to the conclusion that this must have been a blimp sighting. The powerful lights first observed by the volleyball team could easily be the landing lights of some aircraft. Such

landing lights would "fill the bill" perfectly, as would the red tail light. A check on the activities of the two Goodyear Blimps revealed that they were in Orlando and Houston on the date in question. (We are not aware of any other blimps operating in this country.)

No airplane could possibly have maneuvered as reported and helicopters would not have been able to maneuver silently. It is only by postulating a balloon that one can reconcile the observations with so-called "normal" causes. This postulate poses the following questions:

1. Why would a balloon need landing lights?
2. If for some outlandish reason, the balloon did need landing lights, why two?

Landing lights are expensive and heavy. Landing lights require considerable power. The other lights reported could have been attached to a balloon, but only if one stretches normalcy out of all recognizable reasonableness.

So — we then ask, what did the puzzled volleyball team see?

Our readers are invited to send us their comments on this case and any possible solutions they may discover. □

Yakima Reservation Report

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the object with 10 power binoculars and described a roughly equilateral triangle of white light that moved in the direction of one of its points. On the second pass the object was moving south when it made an almost right angle turn and disappeared over the horizon to the west.

July 27, 1981

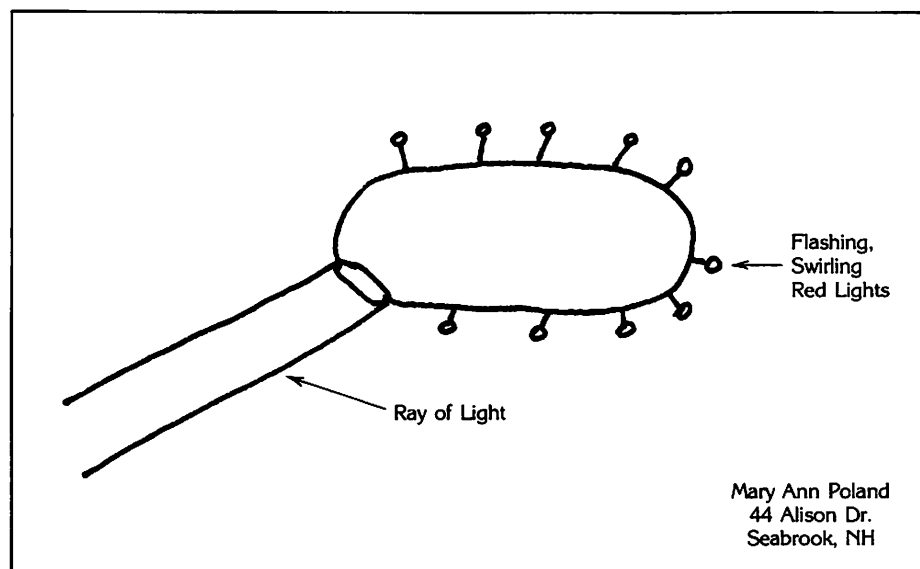
At about 9:45 P.M. local time, a family of witnesses (number unknown) observed a white light moving south to north with a zig zag motion. The object would abruptly change direction and then return to its south to north direction of travel, moving quickly across the sky.

July 29, 1981

At 9:45 P.M. local time, a fire lookout watched a very bright white light with several pale green lights on it. As the light moved along at about 500 feet altitude, it would go out for about ½ second, and when it reappeared it would be at a location 90 degrees from its previous flight path. These zig zag jumps continued until the object disappeared over a nearby ridge.

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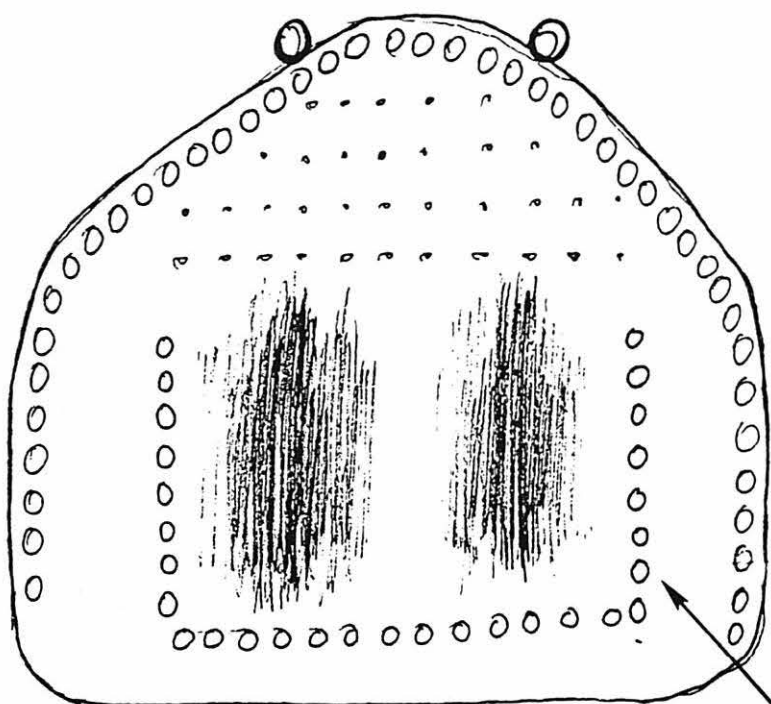
These are only a small portion of the reports that Mr. Vogel has collected since 1970, which now fill a three inch binder. Many more and stranger cases are documented by him. The scope of UFO activity in the Yakima Indian Reservation is quite remarkable, and is emphasized by continuing reports from the many trained observers occupying the fire lookout stations. □



UFO

REPORTER

Top



○ Red Light

Bottom

I remember a half square row of big lights appearing as the craft turned up.

Dr. Sue McDonald's Sketch
October 2, 1982 Object Near
Springfield, Missouri

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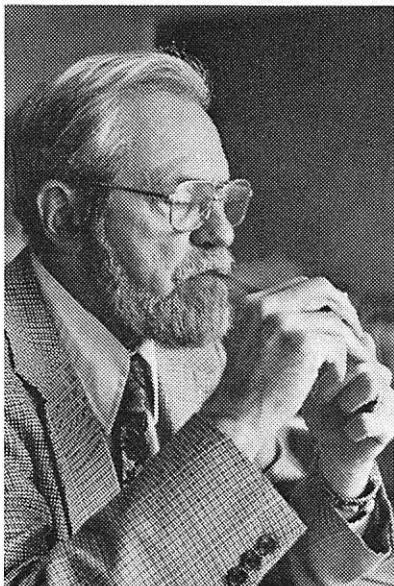
"Mysteries of Turkey
UFO Activity Revealed"

YAKIMA RESERVATION REPORT

CE-1 FOR A VOLLEYBALL TEAM

'82 IN REVIEW—THE NEW IUR

An
ASSOCIATE Publication
of the
CENTER FOR UFO STUDIES



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INTERNATIONAL UFO REPORTER

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Address all editorial correspondence to INTERNATIONAL UFO REPORTER, P.O. Box 1402, Evanston, Illinois 60204, USA.

Address all subscription correspondence to INTERNATIONAL UFO REPORTER, P.O. Box 1621, Lima, Ohio 45802. (419) 223-2531.

The INTERNATIONAL UFO REPORTER is a benefit publication mailed to ASSOCIATES of the Center for UFO Studies contributing \$15.00 or more to the Center for UFO Studies. Foreign ASSOCIATES add \$5.00 for surface or \$10.00 for airmail delivery. All amounts in U.S. funds. Other publications also available to contributors of larger amounts. For details, write to P.O. Box 1621, Lima, Ohio 45802, USA. POSTMASTER: Send Form 3579 to CUFOS, P.O. Box 1621, Lima, Ohio 45802.

EDITORIAL

DISCOVER'S Skepticism

In our July/August issue, in the article "One Hundred Thousand Students to Ponder the UFO Question" (p. 3), it was pointed out that the fact that the problem of UFOs was chosen out of many possible questions as one of those to be wrestled with by students in the annual "Future Problem Solving Bowl" sponsored by Coe College, attested to the keen interest young people have in the question.

The magazine DISCOVER, in its December 1982 issue, takes sharp issue with this choice, calling it a "strange and counterproductive way to reach" the contest goal "to enhance creative thinking and problem solving skills." They quote the late Dr. Condon who stated, "We feel that children are educationally harmed...because such study retards the development of a critical faculty with regard to scientific evidence..."

We promised to keep our readers posted "on how this question-grappling progresses" and we now have one very interesting development, even before "the returns are in."

Quite the contrary, Dr. Condon and DISCOVER!: In the analysis of UFO reports a great deal of critical faculty is needed in the analysis of data and the examination of evidence in order to separate the wheat from the chaff...the UFOs from the IFOs. And in order to do this, some knowledge of the following is necessary:

Astronomy: Some reports are spawned by the sighting of Venus, meteors and twinkling stars;

Meteorology: Freak cloud formations and sun dogs have led to UFO reports;

Psychology: Optical illusions and misperceptions of advertising planes, the Goodyear Blimp etc. have generated UFO reports, and therefore a knowledge of how we perceive the world around us is necessary in the evaluation of UFO reports;

Optics: Knowledge of how light is reflected, refracted and diffracted is likewise helpful.

Surely, acquainting students with the elements of astronomy, meteorology, psychology and optics and of data analysis, using their obviously high interest in the UFO subject as a springboard, could not be all that bad! What an opportunity to use that high interest level for acquainting students with science and the scientific method. Think how much harder it would be if the vehicle were kidney stones or wheat blight, for which I imagine the initial interest of the students might not be very high! In talks before chapters of the National Science Teachers Association (NSTA) I have often pointed out that the high interest young people have in UFOs can be turned to good advantage in the teaching of science.

Mr. John Schuessler, who is known to many of our readers both as an engineer intimately associated with Space Technology and in particular with the Shuttle Program, and as a serious student of the UFO problem, responded to the DISCOVER article with a most excellent letter to their Editors; it bears repeating here in full: