



Hudson Valley
Flag

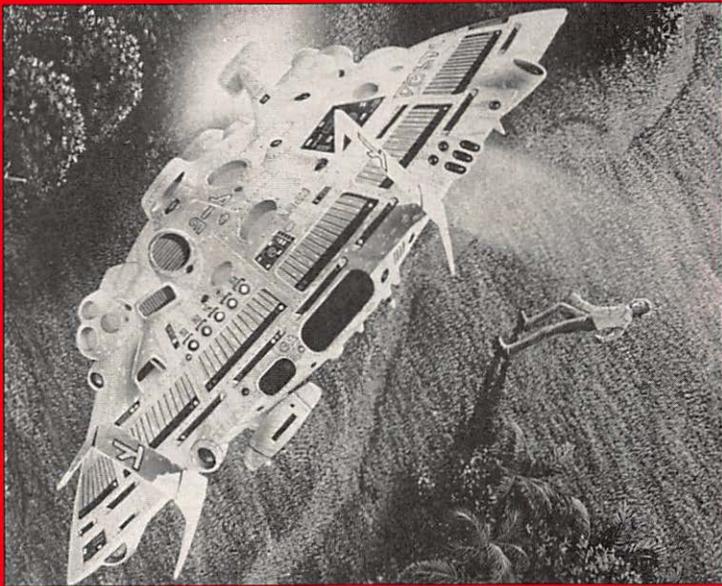
~~Hudson Valley~~
Flag

It has been called the most spectacular display in UFO history. During 1983 and 1984 more than 5,000 people living in the counties just north of New York City witnessed a huge, brilliantly lit, boomerang-shaped object parading over their cars, homes, and neighborhoods. The excitement was such that a conference held in Brewster, New York, at the time drew more than 1,500 people and a horde of reporters from across the country. There was a palpable hunger for an explanation: What was seen in the sky?

The answers suggested no one. If the UFO was a secret experimental aircraft, why was it flying over such a heavily populated area? If it was an extraterrestrial spaceship, why were government officials being so lackadaisical? And if it was nothing more than a bunch of sneaky stunt pilots flying their Cessnas in formation, as police suggested, why wasn't the Federal Aviation Administration raising a stink about it?

Afterward the UFO fever that had gripped the Hudson Valley subsided. Then, last year, as Whitley Strieber's tale of his encounters with intelligent nonhumans, *Communion*, hit the best seller lists, Peter Gersten, the attorney who had organized the original Brewster conference, decided it was time for another. "Strieber's abduction occurred in this area at about the same time that all these sightings had taken place," says Gersten. "I wanted to see if we could uncover any other abduction experiences."

Philip Imbrogno, a high-school science teacher and the primary investigator of the sightings in the area, says he has only about a dozen cases involving contact with aliens. "What



UFO UPDATE

is more interesting," he says, "is that some of the people who had close encounters with the object felt they were being probed. They were afraid of being caught. They felt an intelligence, a presence, there."

Meanwhile, as investigations continue, the boomerang itself has returned. It was seen in Waterbury, Connecticut, last summer and appeared in Dutchess County, New York, in the fall. Once again observers described the culprit as a "huge object with twenty to thirty lights." Actually, the UFO never really went away, according to Imbrogno, who has

some 200 sighting reports on file for both 1985 and 1986.

Yet the critics long ago wrote off the Westchester flap. One of those, Jerry Clark, editor of the *International UFO Reporter*, is convinced that many of the sightings can be attributed to the "guys flying those planes." But, he adds cautiously, "I would be foolish if I declared that there was no real UFO sighting involved. I'm just saying that because the whole subject of UFOs is so controversial already, you cannot go to the scientific community with evidence that you yourself have to agree is contaminated. You need pure stuff, and this material is just not it."

But those who have seen the object may no longer care about proof or answers. Some 800 people turned up for the most recent Brewster conference, and everyone knew better than to believe speaker John Keel, author of *UFOs: Operation Trojan Horse*, when he said, "I'm going to tell you the secret of the flying saucers; then you can all go home." Everyone laughed. No one went home.—PATRICK HUYGHE

...self be all wet?

Not according to Norman Eastwood, a retired British physician who believes that the dowzers may be on to something. He has done what he calls "some amateur science" to isolate, in biophysical terms, a human magnetic sense, which could account for dowzers' results.

According to Eastwood, a magnetic substance called magnetite has been found in the necks of homing pigeons; that same material, he adds, may exist in the human body. To test for human magnetite, in fact, Eastwood suspended a pendulum over his own body and looked for what he calls North and South Pole reactions, in which the pendulum rotates clockwise or counterclockwise instead of swinging to and fro. He found a



polar reaction over his face, parts of his abdomen, and limb joints, suggesting, he says, the presence of the magnetic material. Aluminum foil placed over these same body parts tended to suppress the magnetic response.

Although he has never dowsed for water, Eastwood says he has been able to locate old Roman drainage ditches with his pendulum technique. He suspects that this is possible either because the ditches contain large amounts of iron or

because water still runs in them and gives off a small electromagnetic field to which the magnetic sensors in his body respond.

Very unlikely, says James Randi, a magician who has exposed dozens of dowsing claims. It's not that Eastwood is a fraud, emphasizes Randi, but like most dowzers, "he's very naive about these things and has never thought of designing a controlled experiment to actually test the phenomenon."—Paul McCarthy

CRYING ICONS

The history of miracles is replete with stories of religious statues or paintings that suddenly and inexplicably began to weep. Now a young physicist from the Berkeley Lawrence Laboratories in California claims to have duplicated a simple and decidedly nonmiraculous physical process by which he is able to make even the storied Mona Lisa cry.

Shawn Carlson developed the process last year after

NRI gives you ALL the training you'll need to repair ALL microcomputers.

When you've learned the basics the NRI way, you can troubleshoot the entire system—and earn good money doing it!

For business owners, lost computer time means lost money. For customers, it usually means frustration, delay and a strong temptation to take a walk to the nearest competitor.

But for the NRI-trained computer service technician, a down computer can mean higher earnings or even the opportunity to start a profitable business.

Fixing computers: fastest growing occupation in the U.S.

Whether the flaw is in a circuit board, a disk drive or a printer, everybody wants it fixed fast.

The U.S. Department of Labor recently projected that the number of computer service jobs will *double* before 1995. Median earnings of full-time computer service technicians are \$430 per week (with much higher earnings for experienced service persons). And while all computer-related job opportunities are expanding, the computer service technician is the fastest growing job category of all.

The trained computer technician can choose between: working for a large corporation or an independent; making office calls or staying in the shop; working for a retailer or for a specialized service firm—even starting his own computer repair business.

Total System Training from NRI

As an NRI graduate, you'll be qualified to fix just about everything



IBM is a Registered Trademark of International Business Machine Corporation.
Epson is a Registered Trademark of Epson America, Inc.
Apple and the Apple logo are Registered Trademarks of Apple Computer, Inc.
Compaq is a Registered Trademark of COMPAQ Computer Corporation.
©1984 AT&T Technologies, Inc.

that can go wrong, for any major brand of desktop microcomputer (and a large chunk of the aging minicomputer population, as well).

Only a person who knows and fully understands all the underlying fundamentals of microcomputers can hope to be able to tackle all microcomputers. NRI has known the need for thoroughly understanding fundamentals since 1914.

NRI's training is hands-on training. You get practical experience in writing programs in BASIC, testing and debugging systems. You'll learn how to install an expansion board, how to troubleshoot pesky circuit flaws. Using NRI's exclusive Discovery Lab®, you'll perform over 60 experiments. You'll learn how to fix the slipped disk drive and how to fix the #@!!!@ printer.

Learn at home, in your spare time

You learn at your convenience, at your own most comfortable pace. Without classroom pressures, without rigid night-school

schedules, without wasted gasoline. Your personal NRI instructor and the NRI staff will answer your questions, give you guidance—even give special help if you need it.

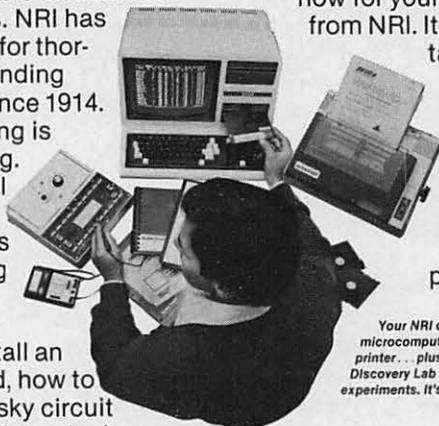
Computer, disk drive and printer—all yours to keep

As part of your training, you work with a TRS-80 Model 4, a powerful microcomputer with many of the features and capabilities of machines costing three times as much.

You'll install a double-density disk drive and a dot-matrix printer. The entire system—computer, drive, printer and manuals—is yours to keep, as part of your training.

Your NRI catalog is free; send the card today

Send the postage-paid card now for your free 100-page catalog from NRI. It's the first step you'll take toward joining the growing, exciting world of microcomputers. (Note: if the card has been removed, please write to us today and ask for our free 100-page catalog.)



Your NRI course includes this modern 64K RAM microcomputer, dual-density disk drive, dot matrix printer... plus a professional LCD multimeter, NRI Discovery Lab and hundreds of demonstrations and experiments. It's all yours to keep.

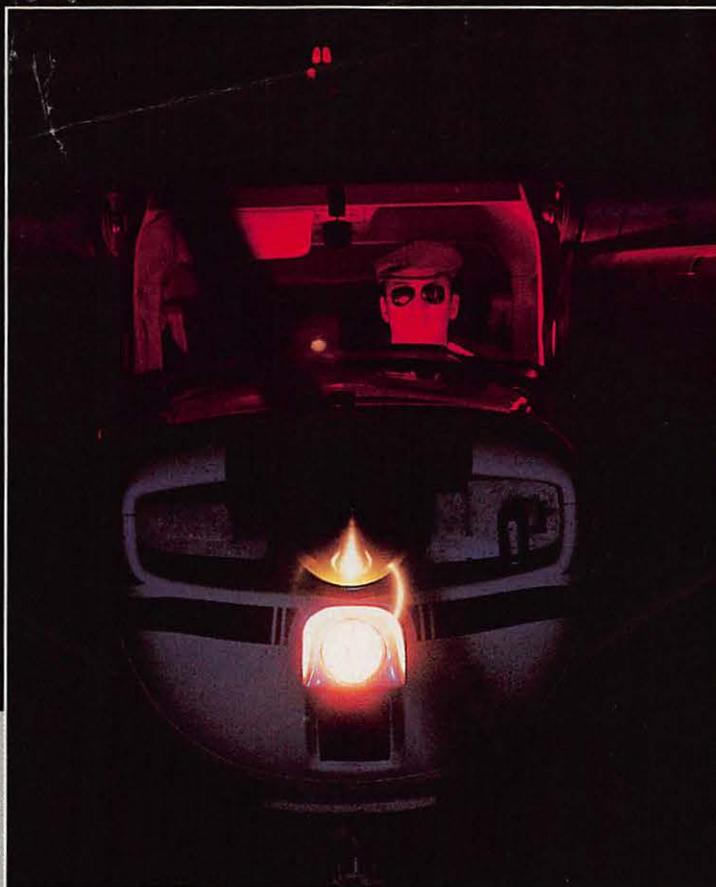
NRI SCHOOLS

NRI School of Electronics
McGraw-Hill Continuing
Education Center
3939 Wisconsin Avenue
Washington, DC 20016

We'll give you tomorrow.



TRS-80 is a trademark of the Radio Shack division of Tandy Corp.



A circular UFO (opposite page), followed by a single light (above), moves slowly across the sky above the Hudson River Valley. Inset: A pilot, illuminated only by cockpit light, demonstrates night flying without navigation lights.

The rumors and excitement reached a climax in the crowded auditorium of the Brewster middle school where, one after another, witnesses took to the podium to recount their experiences. Most often they reported seeing a huge object, circular or V-shaped, bearing red, green, and white lights, hovering noiselessly or with a slight hum, performing abrupt maneuvers, then suddenly disappearing.

One of the more dramatic accounts came from Monique O'Driscoll, who told the group that while she was driving home from her mother's house one night, the voices on her CB radio were suddenly drowned out by static and she saw something approaching in the night sky. "I was not afraid of this thing," she said. "It started toward the headlights very slowly, sailing toward me. I started to feel uncomfortable." Nonetheless, she followed the object as it veered away and hovered over a nearby house. "I looked at the belly of this thing. It was a dark grey metal, like the framework of a bridge. After a few minutes it started going away. It was really exciting and I didn't

want it to go away—and then, zip, it was gone." Eugene Bauer told of a V-shaped object about the size of a 747 jet, with four lights on each side and one in the middle. It was drifting over some high-tension wires and making a crackling sound. "Maybe it was getting power from the power line," he said. "All the lights turned from red to purple, as if it were trying to say 'Look at us, we're here.' There was not a sound. These things are real, and they are out there. I think the government is covering up and not telling the public what's going on."

Another UFO encounter was described by Michael Faye, a commercial airline pilot, who spotted a strange flying object shortly after he took off from Newark Airport one night in June and was heading north along the Hudson River. It had six or eight lights that went out all at once as he drew near. "It was a moonlit night and I could see," he said, "but it had disappeared."

Descriptions like Faye's were what particularly impressed Hynek. "Here we are in an urban area with highly educated peo-

ple," he said. "IBM executives, pilots, naval officers—you don't call this type of person a liar. You'd be subject to a libel action if you did." That theme was echoed by Lieutenant George Lesnick of the New Fairfield, Connecticut, police department, who has been following reports of UFOs for 32 years. "Something has to be going

Loose groupings of planes became tight formations with as little as six inches between wing tips

on here," he said. "These reports are being made by reliable people, not by drunks. I'm definitely a believer."

But many of the local police are not. For two years, they have been responding to UFO reports by reassuring callers, telling them that what they saw were probably lights from small aircraft. In fact, one resourceful state policeman, spotting a UFO one night, chased it until it descended—in the form of several small planes—at the Stormville Airport, a 3,300-foot strip be-

hind an old estate house 15 miles from Brewster. That revelation did not satisfy most UFOlogists. Investigators from the *International UFO Reporter* visited the area and allowed that some of the sightings might indeed have really been small planes, probably flying in formation. But for most of the sightings, especially the giant boomerang, the publication insisted, the "plane formation theory" was "completely untenable."

What particularly impressed the *UFO Reporter* team, and frightened many Hudson Valley residents, was the fact that the UFOs often just hovered, sometimes with a slight hum, sometimes noiselessly. They made abrupt right-angle turns, disappeared and reappeared suddenly in the sky, their lights changing colors. Could any kind of earthly aircraft duplicate those feats? Gersten, for one, does not think so. He claims that government documents he acquired under the Freedom of Information Act provide "overwhelming proof that UFOs do exist. These documents show us that the objects perform in ways that are beyond the range of present-day technological development."

There was another explanation that Gersten, Hynek, and most of those in at-

tendance at the Brewster conference seemed unable to accept. It involved one of the groups whose judgment and responsibility Hynek so greatly admires: pilots.

As DISCOVER reporter Glenn Garlik found during extensive interviews in the Hudson Valley region, the area abounds with amateur pilots who fly private planes out of a number of airports, including the strip at Stormville. Several years ago, it seems, a few of the Stormville pilots began practicing formation flying, first in daylight, then, as their skills improved, at night. Before long, other pilots joined them, and what began as loose groupings of planes became tight formations of aircraft with as little as six inches between wing tips. Wasn't this a bit reckless? Perhaps, some pilots say. But by keeping their eyes on the navigation lights (green on the right wing tip, red on the left) of adjacent planes, communicating by radio, and obeying the signals from a lead plane, it was easy for them to coordinate their movements. (Their radio conversations have been overheard by other pilots on the 122.8 and 122.9 megahertz aviation bands.) Also, some pilots point out, should two planes flying close together at the same speed accidentally brush wing tips, the impact would be rather gentle, not particularly dangerous. ➔

MICHAEL ROWE

FAKING A UFO

Artist's conception of how the "Martians," flying in tight formation at night with navigation and landing lights on, might create the impression that a UFO is drifting across the sky. The UFO disappears when the lights are all doused at once.





It does wonders for
your image.

No matter how
good your conven-
tional color televi-
sion is, our AVM 258
Monitor/Receiver

is probably better.
A lot better.
Because even the
best standard TVs
usually have only a
260-line resolution,
while the AVM 258

has the definition of
a 320-line image.
And a breathtaking
400-line resolution
from direct video
or cable input.

Plus, it's all controlled
by an advanced
17-button remote.
To appreciate the
AVM 258's razor-

sharp resolution,
make it a point to
see it yourself. Then,
picture how well
it'll fit your image.

 **SANYO**
THE MODERN ART OF ELECTRONICS.

SPECIAL REPORT

By early 1983, when the number of planes in the night formations occasionally reached eight or nine, police switchboards in Brewster and surrounding New York communities were jammed with calls from people reporting UFOs. When local newspapers began printing stories about strange sightings and experiences,

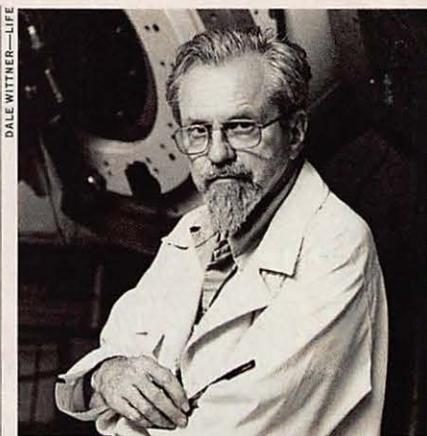
"Well, I guess it's got to be a flying saucer," said someone at Stormville. "I don't believe in planes"

and television stations ran tapes of the mysterious lights in the sky, the pilots were incredulous, then amused. If people wanted to believe in UFOs, they decided, why not give them something to talk about? More pilots—and not just from Stormville—joined in, and, according to some, the group began calling themselves

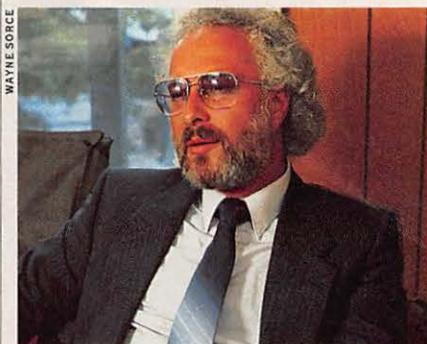
the Martians. People at Stormville began clipping articles about the UFOs, and posting them on the bulletin board at the airport's operations center. Joining in the fun, the airport snack bar began offering "UFO burgers," a \$1.75 concoction of barbecued beef, melted cheese, and "a number of unidentified flying ingredients." In an effort to divert reporters who flocked into the area, the pilots began a "disinformation" campaign, attributing the sightings to "those military folks over at Stewart Air Force Base," or to "some kind of—whaddaya call it—hologram they're working on over at IBM."

Among themselves, the Stormville people made scornful remarks about the UFO sighters. "Hogwash," said one. "They all ought to be in Wingdale [the site of a nearby psychiatric hospital]." "Well, I guess it's got to be a flying saucer," said another. "I don't believe in planes." Indeed, the public reaction seemed to spur them on to even more intricate maneuvers and deceptions.

Flying Cessna 152s and other single-



Astronomer J. Allen Hynek



UFO buff Peter Gersten

THE PSYCHOLOGICAL NEED FOR FLYING SAUCERS

Many people, it seems, weave from their own experience, hopes, fears, and deepest desires a fabric of conviction in UFOs that is so strong it cannot be ripped apart. Even in the face of solid evidence to the contrary, they cling to their faith in the extraterrestrial origins of unidentified flying objects.

According to the last Gallup poll on the subject, in 1978, 57 per cent of adult Americans believed that UFOs were real rather than imagined. When asked if they had ever seen an unidentified flying object, one American in ten said yes.

Psychologists wallow in theories about UFOs. In a little-known 1959 work called *Flying Saucers*, Carl Jung, one of the founders of modern psychoanalysis, proposed that round objects seen in the sky are symbols of the very important archetype of wholeness. Like the Eastern mandala (a circle divided into four or eight parts), he said, the flying saucer represents the order that people long for in times of confusion, perplexity, and threats to the existence of humanity. To Jung and many of his disciples, the UFO was

a symbol, offering an illusion of hope that the universe is meaningful, safe, and just.

More recently, a professor of psychology at the University of Tulsa, Warren Jones, suggested other reasons for the belief that extraterrestrial beings visit the earth in flying objects. One group of believers, he says, uses faith in UFOs as a substitute religion: "We find that those who believe really strongly in UFOs were raised in strict fundamentalist backgrounds and have given up their faith. It's a substitute form of reassurance." There is almost always a religious theme to their UFO reports, Jones says, and "the beings they see tend to be all-powerful, all-knowing, benevolent creatures who will protect humanity from our own suicidal tendencies, from nuclear war."

Another, very different, group of people who believe in UFOs, according to Jones, are those completely immersed in science—"scientists run



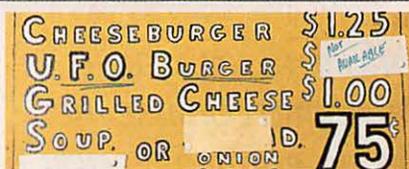
In Close Encounters of the Third Kind, a giant UFO prepares to land. Inset: aliens lead earthlings onto the craft for a far-out trip. Psychologists note that extraterrestrials are usually described as benign.



Among the light planes parked at the Stormville Airport are several used in the Martians' night forays. At right: Menu at the airport snack bar includes a sign of the times

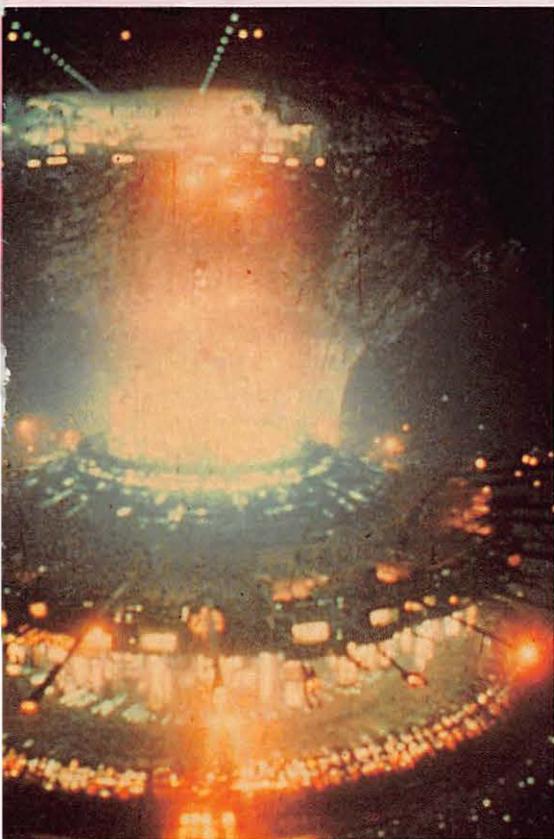
engine planes in tight formations, they might all douse their exterior lights at the same time, keeping track of each other's positions by switching on their dim red cockpit lights (which cannot be seen from the ground). This would result in reports about UFOs that suddenly disappeared from the sky. They varied their formations, from crescents and circles to crosses that looked from the ground like diamonds or V's, giving rise to reports about different and sometimes startling UFO shapes. Occasionally, the pilots might all turn

their landing lights on and fly slowly toward, say, the busy Taconic State Parkway, which runs parallel to the river. To alarmed motorists, these oncoming bright headlights formed the outline of a giant UFO that seemed to be suspended in the sky. When the Martians all turned off their landing lights at once, the UFO suddenly disappeared, sending motorists racing toward the nearest phone booth to report their experiences to the police. And what about the changing colors of the UFO lights? Observers on the ground to



the left of the flight might see only the red navigation lights on the left wing tips; the fuselages of the planes could block the green lights on the right wings from view. If the formation circled back, the same observers might see a moving pattern of green lights, but no red ones.

And what about the silent or gently humming UFOs reported by so many people? Cessna 152s, especially, have excep-



amuck." These well educated people think that it makes perfectly good sense to suppose that science and technology are more advanced elsewhere. Says Jones, "They hope that the basic limiting principles of science—like the impossibility of traveling faster than the speed of light—are discredited in other worlds."

Sociologist William McCready, of the National Opinion Research Center, sees other reasons for the UFO faith. First, he notes that "as people learn more about space exploration, more and more of them are saying that the odds are high that there must be life elsewhere." For these educated people, it's simply a matter of probability.

A second motivation, according to McCready, is the ever-present and universal need for an element of fantasy in life—the need for things that remain forever unknown and mysterious, like the Loch Ness monster, or the angelic figures in *Close Encounters of the Third Kind*. In addition, McCready says, "we all have a strain toward hopefulness; our psychology is structured so that we hope for the best. The

seed of optimism is in us all, the hope that goodness will triumph over evil, that there are beings who are smarter and better than we are." He also points to the religious nature of this sentiment, the hope for a utopia, a better world somewhere.

Hopefulness about the passengers of UFOs is reflected, says McCready, in recent movies like *Close Encounters* and *E.T.*, in which the visitors are both benevolent and powerful, as they were in the 1951 movie *The Day the Earth Stood Still*.

Finally, McCready points to a rather contrary reason for belief in UFOs. "There is a whole segment of the population who disbelieve official denials," he says. "If the government says it's not true, then they believe it must be true." This group firmly believes that "the government wouldn't be denying it if it weren't true—they are suspicious of 'officialspeak.'" The paradoxical result, says McCready, is that the more the government keeps denying the existence of UFOs, the more likely these people will be to say that there must be something there.

tionally quiet engines; but any single-engine plane, even if directly overhead, is barely audible from the ground when it flies above 3,000 or 4,000 feet. And "above five thousand feet," says one pilot, "there's no noise at all—especially when they're two miles away." If the observer happens to be upwind of a plane, says another, it may be inaudible when it is just 1,000 feet above the ground.

The pilots were trying to "deceive and confuse the public, diverting attention away from the real UFO"

As word of the night flyers began to spread, the UFO buffs were not amused. Said the *UFO Reporter*, "Apparently, a number of the pilots and the staff connected with the [Stormville] airport were deliberately doing a little leg pulling . . . but this formation flying cannot explain the bulk of the March reports described in the last issue." Gersten was incensed. The pilots, he said, were trying to "deceive and confuse the public, diverting attention away from the real UFO." He offered a reward of \$1,000 to anyone who could identify them. In mid-September, presumably acting on complaints about the night flyers, a Federal Aviation Administration team paid a surprise visit to the Stormville strip to examine the planes parked on the field and look for illegally rigged navigation lights or other violations. (The planes passed muster.) Several men suspected of being Martians began getting mysterious telephone calls from strangers, and one received an outright threat.

The sudden attention has made the Martians and their allies wary. It has been a lot of fun, they say, but not worth losing their licenses for an FAA infraction. Turning off navigation lights during a night flight, for example, is illegal. Then, too, they are worried about the possibility of violating local "criminal nuisance" ordinances or being sued by people who have been frightened or distracted while driving. The bulletin board at Stormville has been cleared of its UFO clippings. In the snack bar, a "not available" sign has been pasted over the UFO-burger listing. And the number of UFO sightings in the Hudson Valley has dropped precipitously. □

A SCIENTIFIC LOOK AT UFOS

Under pressure from Congress to explain the growing number of UFO reports, the Air Force commissioned a team of scientists from the University of Colorado, led by the late physicist Edward Condon, to study the phenomenon in 1967. Two years and \$500,000 later, after its work had been reviewed and approved by the National Academy of Sciences, the team released its findings in the 1,465-page *Scientific Study of Unidentified Flying Objects*. Much to the dismay and anger of flying-saucer buffs, the so-called Condon Report methodically demolished most of their pet theories and presented rational explanations for many of the famous UFO sightings.

Conceding that a few events could not be explained (because not enough information was available), the Colorado team attributed most sightings to optical illusions, stars, atmospheric inversions, meteors, flocks of birds, airplanes, balloons, and outright hoaxes. The search found absolutely no evidence that UFOs were emissaries of extraterrestrial civilizations. Consequently, the team concluded, there was no scientific justification for further investigation of the phenomena. It recommended shutting down Project Blue Book, a unit set up by the Air Force in 1957 to log and evaluate UFO sightings.

Physicist Edward Condon with a model UFO and his 1,465-page report



Saucer over a house in Ohio

Among the Condon Report's more notable findings:

- After analyzing a fragment of magnesium that UFO buffs said had come from a saucer that exploded over Brazil, the scientists found that it was not, as the believers had claimed, purer than any magnesium ever made by man. In fact, it contained more impurities than most commercially refined magnesium.
- Shown a picture of a ringlike UFO photographed in 1957 near Fort Belvoir, Virginia, Army technicians immediately identified it as a vortex ring formed when a mixture of diesel oil, gasoline, and white phosphorus was exploded by TNT at the base to simulate atomic bomb explosions.
- Night-flying UFOs with flashing lights, unearthly maneuverability, and extraterrestrial occupants, reported over Colorado by 30 witnesses, turned out to be a candle-heated hot-air balloon launched by two high school boys.
- A "claw-shaped" impression on the dry sand of a beach—supposedly made by a UFO, and featured in a *Look* magazine special issue on flying saucers—was found to have been created by urine. "Some person or animal," the Condon report stated, "had performed an act of micturition there."

Apparently convinced by examples like these, the Air Force terminated Project Blue Book in December 1969, putting an end to government involvement in UFO investigations.

Close Encounters

The hills are alive with UFO sightings. And the stories show remarkable agreement on the details.

By Jim Motavalli

R. Perry Collins is a genial fellow in his late 30s who looks pretty much like you'd expect an aerospace engineer and sometime high school physics teacher to look: thinning hair, wire-rimmed glasses, cardigan sweater. He is the very picture of the Man of Reason.

Collins is still smiling, however, when he tells you that he had a Close Encounter with a UFO when he was 15, and that he saw another one last year over St. Vincent's Hospital in Bridgeport. Collins is not surprised by these encounters, since he firmly believes we are regularly visited by creatures from another world. He's talked about it on Channel 8, and he's taught a college course on the subject.

With two other investigators, high school science teacher Phillip Imbrogno and Fairfield Police Lieutenant George Lesnick, Collins is devoting considerable amounts of his time pursuing a tantalizing will o' the wisp: the so-called "Westchester Wing."

Since the spring of 1983, the investigators say, Fairfield and Westchester counties have been host to one of the largest waves of UFO

"I was one of about 50 people who saw it that night. I was so knocked out that I didn't even think of grabbing a camera. Once I saw it, I knew it wasn't anything I could explain."

There was one woman in Sandy Hook who told me she saw something very big, with lights on it, in the open field across from her. She didn't know what it was but it was making her dog very upset (a common characteristic of UFOs). She called the police, but the dispatcher thought she was a loony and hung up on her. Finally, she went outside and started flipping her porch lights on and off. She says this thing suddenly spun, went upwards, with sparks coming off of it.

We went out there later and found there was a large underground cable in the field. The speculation was that it was somehow getting power from it—UFOs are often seen around both elevated and underground power lines. This was one of the earliest sightings. One of the latest was in Goshen—the lady claims that it hovered over her car and changed shape as she watched it—from a horseshoe-shape to a V-shape. Whatever it is, it displays variable lighting, it's huge, and it's not something we're doing.

Has it ever been seen to land?

Only in that Sandy Hook case. Most of the time it's said to cruise slowly at an altitude of less than 1,000 feet. It's also been known to make abrupt maneuvers—sideways, up, down.

sightings in history. An estimated 30,000 people claim to have seen an extremely large, clearly structured, triangular craft, lit by a series of colored lights, in the night sky. It is most often described as a huge V-shaped flying wing.

Collins says his work has shown "clear evidence of an aerial craft approximately three times as large as the largest-known aircraft, displaying characteristics beyond our current level of technology." He also says he's found "indications of a well-planned and executed cover-up and covert investigation by federal agencies using FBI operatives and other federal agency personnel."

It might be easy to dismiss Collins' assertions as paranoid rambling were it not for the frequency and unanimity of reports on the object, which has been spotted in a wide arc from Pennsylvania to Maine, but is most frequently sighted in Westchester and Fairfield counties.

The "official" explanation for the flying wing is that it is a group of light aircraft flying in formation from Stormville Airport in New York State. The idea is dismissed by Collins and many other witnesses. "After August 21, 1983, when the object circled and

overflowed my residence (in Bridgeport), the idea that it had been constructed by our current technology was one I abandoned altogether."

Advocate: When was the "Westchester Wing" first seen?

Collins: It was first reported in the papers March 24, 1983. The previous night there were several hundred people near and around Yorktown, NY who saw this thing cruising low over the town, making no sound. It included police officers, professional engineers, pilots—they were very good witnesses, and their descriptions of what they'd seen were very similar. Several guys told their kids and wives to go down in the basement, locked the doors, and got guns out, because they were afraid. George Lesnick said the people were so spooked that it was almost like *War of the Worlds*.

After that first report from Yorktown, it started hitting this area as often as twice a week. A lot of people saw it. In Westchester it was centered in the Mahopac area; in Fairfield County it was the Sandy Hook part of Newtown.

My first response was that it must be some new kind of military aircraft. Maybe somebody was cruising around in a hang glider or something and trying to get a reaction from the public. But then the reports began to get too bizarre—the thing made right-angle turns too quickly. And then I saw it myself, by sheer accident. About 10:30 at night on August 21 of '83. It was breathtaking, maybe 800 to 900 feet across. I was one of about 50 people that saw it that night. I was so knocked out that I didn't even think of grabbing a camera. Once I saw it I knew it wasn't anything I could explain. For one thing it moved sideways, and back again, and then down the street. It was moving so slowly that if it had been an air foil it wouldn't have been able to hold itself up—less than five miles an hour.

There were five or six people in my area who saw it. That night it was first seen over East Haven, then New Haven, then police reports started coming in from Orange and West Haven. Then in Bridgeport near the shore and by the Sikorsky plant in Stratford. It was seen over St. Vincent's Hospital and

THE WESTCHESTER WING -
A CLOSER LOOK

by R. Perry Collins
copyright 1984

THE WESTCHESTER WING -
A CLOSER LOOK

From the spring of 1983 to the summer and fall of 1984, the counties of Westchester, New York and Fairfield, Connecticut have been the focus of one of the largest UFO waves in history. An estimated 30,000 individuals in these areas have witnessed an extremely large, clearly structured, triangular object cruising silently at altitudes of less than one thousand feet. It is most often described as a huge "V"-shaped flying wing. Simultaneously, groups of unidentified pilots have been flying light aircraft in V formations, police departments have been visited by federal agents asking for "hang glider" and "light aircraft" explanations. Several months after the beginning of these overflights, a popular television series began. The show is called "V" and portrays invaders from the stars, disguised as humans, who, in reality are alien reptiles bent on conquering the world. Can all this be coincidence? If more than 30,000 people have seen this thing, why hasn't the media been more interested? Why are federal agents covertly investigating and attempting to censor reports of these overflights? During a period in history when unidentified aircraft are rapidly detected, intercepted and even shot down, why has this object not been challenged?

On August 21st, 1983 I personally witnessed the object. I grew up in the Air Force and now work as an aerospace engineer. What I saw was not an aircraft or group of light planes. I began an in-depth investigation of the phenomenon the next day. Prior to August 21st, I had followed reports of the object and spoken with several investigators who were attempting to determine its

real nature. Now I began investigating the reports myself. I interviewed witnesses, spoke with local police officers and conferred with other investigators and with interested journalists. I found clear evidence of the existence of an aerial craft approximately three times as large as the largest known aircraft which displays characteristics beyond our current level of technology. I also found indications of a well planned and executed coverup and covert investigation by federal agencies using FBI operatives and other federal agency personnel.

The object was first noticed on March 24th, 1983 when residents of Yorktown, New Castle, Mt. Kisco and other nearby towns in New York reported it cruising slowly at low altitude. From that date to the present (last confirmed sighting Dec. 26th, 1984) the unknown object has been reported over Westchester, Putnam, Rockland and Dutchess counties in New York and over Fairfield county in Connecticut. Professional investigators have interviewed more than 2000 witnesses, more than seventy media articles have appeared (primarily in local newspapers), and photographs and video tapes have recorded the presence of the "V"-shaped UFO. Numerous police officers have seen it. These same officers have reported attempts by their police chiefs to censor their statements. Investigators of this phenomenon have been covertly watched and subjected to spurious interviews by FBI agents. All of this is documented; here, in the media, in the logs of investigators, the tapes of witness accounts and signed statements by police officers.

What is really happening? Before we can attempt any analysis we must take a long, hard look at the information available. Three men have been most active in investigating these reports: Lt. George Lesnick of the Fairfield, Connecticut police department,

Phillip Imbrogno of Greenwich, Connecticut, an astronomer and science teacher, and myself. Phil and George have been the most active in interviewing witnesses and relaying information to the Center for UFO Studies in Illinois. The head of CUFOs and dean of UFO research, J. Allen Hynek, has personally visited the area several times. He acknowledges this activity to be "one of the largest UFO waves in history".

We cannot deal directly with the object, examine it and determine exactly what it is or where it is from. We can examine witness reports, drawings and photographs of the object. We can examine the reaction of the media, of local police and of federal agencies such as the FAA, the ANG (Air National Guard) and the FBI.

Thousands of witness reports are on record. Drawings, photographs and reports of aircraft encounters are also available. The extensive media coverage is listed at the end of this article. The object has been seen primarily over the Westchester/Fairfield area but there are reports from Pennsylvania to Maine of a UFO with similar characteristics. There are also scattered reports of this type of UFO seen during 1980, 1981 and 1982. The focus, however, seems to be 1983 and 1984 over New York and Connecticut.

The first widely read media article to comment on this object was printed in the Port Chester (New York) Daily Item. Hundreds Claim to Have Seen UFO was the headline and, indeed, hundreds of reports of a large, "V"-shaped UFO with multicolored lights were received by the police departments of Yorktown, Mt. Kisco, Carmel and nearby areas. This was on Thursday night, March 24, 1983. Police officers in these towns also reported seeing it. Exactly one week earlier, on March 17th, residents of Kent, N.Y. and

motorists on highway I-84 had reported an identical UFO.

The object was seen again the following night, and again the night after. Now the witnesses numbered in the thousands. Other newspapers began picking up the story. Again the object appeared on several nights in early April, this time in the area of Danbury, Connecticut. The Danbury News-Times picked up the story. The Sunday, April 17th edition of the New York Times carried a lengthy article about the activity. The name Philip Imbrogno was seen often and rightly so; Phil was the most authoritative expert in the area. A Viet-Nam veteran who saved many lives with his skill as a medical corpsman, he is a high school science teacher and a graduate astronomer. Phil is a man of many talents, an exacting and precise intelligence and almost limitless energy. He began pursuing the mystery of this UFO and, with the aid of Lt. Lesnick, an experienced professional investigator, gathered reams of data. Verbal reports on tape, written and signed reports, occasional photographs, drawings, maps of flight routes and computer evaluations of patterns began accumulating as George and Phil continued their investigations. Obliging, the UFO continued to appear. Other aspects of the situation also began to appear.

It was clear to Phil and George and to most of the witnesses that what was being seen was not an aircraft or group of aircraft. The object hovered, made little or no noise, performed unusual and abrupt turns, rotated on its own axis and displayed extremely rapid accelerations and decelerations. Often it was reported to blink off its lights, seeming to disappear, only to reappear seconds later, lights blazing, in a removed quadrant of the evening sky miles away. Yet official explanations began to proliferate. First it was hang gliders, then ultralights. These explanations

were shown to be inadequate. Such aircraft would be hard pressed to stay aloft with several extra flashlights, never mind six to twenty bright, glowing lights. Other explanations came to the fore. Light aircraft in formation became the byword of authorities and explainers. It was at this time, more than two months after the beginning of the sightings, that attention became focused upon a group of pilots flying out of Stormville airport in New York. These pilots flew close formations, most often in "V" or wedge-shaped patterns. And here the perfect explanation was found.

Reality, however, was more complex. Lt. Lesnick uncovered definite evidence of censorship attempts directed towards witnesses who were police officers. These officers stated that the police chiefs of their departments had been visited by federal agents and that they had then been instructed to explain the UFOs as aircraft activity. The officers were indignant about this, for they were convinced that what they saw was not aircraft activity. The Stormville pilots were evasive and would not talk to investigators or reporters. Several times they avoided state and local police waiting in their cruisers at the landing strip by diverting to other airports. More was going on than met the eye.

Throughout the summer and into the late fall of 1983 the "V" shaped object continued to be seen. Media articles appeared, but less often. I found myself drawn by the activity, and spoke several times with George and Phil. They greatly impressed me. These men were very professional UFO investigators. Compared to them, I was a hobbyist.

At the beginning of this wave of activity I began a log of all information coming my way that might pertain to this "object". My first guess was that it was some new type of military aircraft,

being displayed in a strange attempt to gage public reaction to UFOs. After several talks with witnesses and aerospace engineers, this idea began to seem untenable. After August 21st, when the object circled and overflowed my residence, the idea that it had been constructed by our present technology was one I abandoned altogether.

On August 21st, 1983, I watched the object at close range for several minutes. That same night witnesses reported it over New Haven, West Haven, Bridgeport, Monroe and Stratford, Connecticut. On September 23rd, 1983, the object was seen over Newtown, Sandy Hook and along highway I-84 in Connecticut. We shall examine these two nights in depth as an expanded reference to the larger range of reported incidents. In this way we may find some tentative answers or at least some closer descriptions of its appearances and activities.

It is important that we draw no conclusions unless warranted by the data available. UFOs are unreal to most of us. We have not seen them. We see only the reports. For those people who have seen this UFO, it suddenly becomes a reality which is open to various interpretations. It seems to be unexplainable. Explanations, especially for those not directly exposed to the phenomenon, leap forth. I saw it. I have a clear grasp of what I saw and how it interacted with me. I have also interviewed closely many of the witnesses of August 21st and September 23rd. Yet I have no idea what it actually is - I can only report on how it appeared and what it did. What it actually is will remain, for the most part, unknown until it lands or openly displays itself in daylight.

Witnesses agree, no matter who or what may be aloft, that the

object they saw was not a formation of light planes. Many witnesses have seen both the object and a group of light aircraft in formation over their areas (not at the same time). These witnesses, some of them pilots themselves, agree that there is no confusing the two. The object is huge, displays multicolored lights (which change color and intensity), flies below 1000 feet, hovers, moves at very low speeds, turns on its own axis, accelerates very rapidly, casts unusual beams to the ground and interacts with witnesses as if it were aware of the witness participation in its appearance. Most formations of light planes, in fact all such formations of aircraft, cannot do these things.

Let us get closer. Let's look at the nights of August 21st and September 23rd, 1983.

August 21st, 1983:

At approximately 10:30 P.M. on the evening of August 21st, 1983, an unusual flying object with multicolored lights was reported to Louis Coveyduck at Tweed-New Haven Airport, Connecticut. The first calls came in from the Foxon/East Haven area, followed by calls from New Haven and then West Haven. Six witnesses reported more than unusual lights; their reports were of a huge lighted object seen at close range. Two men, Shawn Fricker and John Trendine, both from West Haven, reported seeing the object hovering low over the Yale Bowl stadium, just outside of New Haven. Security guards Jose Velasquez and Kenneth Rayon saw it directly over the Jackson Newspaper building. Police also recieved calls from numerous individuals such as Robert McBride, his wife and neighbors on Washington Avenue in New Haven. They consistently reported an extremely large, low flying object seemingly studded with multicolored lights.

At 10:40 P.M., three women reported a low flying, V-shaped object near Seaside Park in Bridgeport. These witnesses became somewhat agitated as the large display of lights seemed to follow them from the shore and through Bridgeport towards the North End of town. At 10:45 P.M., Robert Collins (your author) saw a set of unusual lights low over the North End near St. Vincent's Hospital. As he watched, they seemed to be drifting slowly and then blinked out. Not really believing what he saw, and attempting to explain it to himself mentally, Collins moved to a window facing west, over Main Street. As he looked out, the lights reappeared. They were stationary now, and much closer. There were three widely spaced lights, approximately four city blocks away, about two or three hundred feet over the rooftops. Collins was on the third floor of a house on French Street.

As he watched, Collins became convinced that the lights were unusual and that what he was seeing was a UFO. The lights, colored red, green and blue, began changing. The green blinked out, then back on, then they all went out. At this point he moved to the north facing window. Upon looking out and up, he witnessed a huge display of wing shaped colored lights, moving silently and slowly eastward between him and the hospital. The hospital sits on a hill approximately half a mile away and a quarter of a mile up from his residence. Collins, a quality control engineer by trade, computed the dimensions of the lights to be at least 500 feet across and 300 feet long. He immediately called Lt. Lesnick and then went outdoors in an attempt to see the object again. Security guard Lopes of Sikorsky Field in Stratford reported that a very excited motorist had driven into the airport at approximately 10:55 P.M. to report having seen "a huge UFO" over route 25 shortly

before. The motorist would have been seeing the object at the same time and in the same area as Collins.

At 11:06 P.M., the Monroe Police Department recieved a call from an electrical engineer living near a new golf course in the town. The engineer reported a set of unusual colored lights hovering over and behind his house. At 11:10 P.M., the Monroe police recieved another call from a man living less than three hundred yards from the engineer. Lee Lent, his wife and his eldest son all saw a very large, "V" shaped group of lights hovering at less than two hundred feet in front of their house. The lights, "blue, green and almost a pink color", hovered and then began moving directly overhead towards the open fields of the golf course. Mr. Lent works as a financial director of a successful company and has often travelled by air, many times in light aircraft. "This was no plane", he stated emphatically. He and his family had watched it hovering silently for approximately five minutes before it began moving silently over his house. Shortly after this another Monroe resident and her teen-aged daughter saw the same object moving slowly over their house back towards Bridgeport.

At 11:45 P.M. Collins returned to his house and called the Bridgeport Police Department to report the UFO. At 11:50 P.M. a young woman in the vicinity of the General Electric plant near Boston and Seaview Avenues called the Bridgeport police to say that she and several friends were watching a huge lighted object moving and hovering in the sky. Immediately afterwards, at 11:55 P.M., Stratford police recieved a call from Cliff Robertson, 58, who stated that he, his wife and several others were watching a "huge cluster of lights" in the air over Connors Lane near Huntington Road, in Stratford.

Tracing the reports, we see that a huge, well-lighted, seemingly

"V" shaped object was seen first over East Haven, then New Haven, then West Haven, then Bridgeport, then Monroe, back over Bridgeport and onto Stratford. The sightings occurred sequentially from approximately 10:30 P.M. to 11:50 P.M. The flight path is a consistent line over the closely clustered towns. There can be no doubt something was there.

Phil Imbrogno has gathered many examples of this type of incident in 1983 and 1984 over Dutchess, Putnam and Westchester counties of New York. At times of peak frequency, reports of this type of overflight occurred more than twice a week. George Lesnick has made inquiries at local police departments in these counties. He has spoken to police officers who saw the object. As stated, the New York State Police and local police chiefs at first attempted to officially explain the sightings as "ultra-light" aircraft. More recently the official explanations have stated that the sightings were due to a formation of light planes coming out of Stormville Airport in New York. An FAA inquiry was initiated and it came to light that a group of pilots, flying light aircraft, had often flown over the same areas in close formations. The light planes have appeared flying at both high and low altitudes several times, and many people, including police officers, have seen both the planes and the "UFO" and report that there was no confusing the two. As early as April 23, 1983, both Phil Imbrogno and myself recieved reports of "very low-flying Cessnas" from a police officer and from an amateur astronomer in the New Fairfield, Connecticut area. This formation of planes was readily identified as such by both witnesses and was not referred to as a "UFO".

Suprisingly, local police officers (who have witnessed the UFO themselves) claim, somewhat angrily, that their superiors have

instructed them to say it was an aircraft or ultralight. Some officers report that their chiefs have been approached by federal authorities who are attempting to "keep a lid" on the unusual activity. Investigations into the identities and motivations of the "formation flying" pilots have been clouded with deception, but one salient fact has emerged: these flights were never noticed until after the UFO reports of March and April, 1983. The characteristics of those UFO reports could not be duplicated by any aircraft formation. Either the pilots are hoaxers trying to imitate the reported UFO or they are part of a well conceived plan to present a "rational" explanation for the unusual activity.

Such an explanation would keep the public calm in the face of the unknown. It would give defense analysts some breathing room. UFOs have caused profound alarm at higher levels of military intelligence centers. They have interfered with the operation of long range ballistic missile emplacements. They have landed near military bases. Numerous unsuccessful interceptions have been attempted. These facts are very well documented in two books published by Prentice-Hall Inc. (Englewood Cliffs, N.J., 07632): Casebook of a UFO Investigator by Raymond Fowler and Clear Intent by Larry Fawcett and Barry Greenwood. A study of these two books could give you the beginnings of an understanding of the UFO phenomenon. The conclusion to this article will point you in that direction.

September 23rd, 1983:

At about 11:00 P.M. on the night of September 23rd, 1983, three girls and the mother of one left a dance at the Sandy Hook, Connecticut high school. As they proceeded thru Sandy Hook and onto the Highway I-84 overpass, one of the girls saw a "UFO" almost directly over

Sandy Hook. Excitedly, she told the others, while watching it from the rear window of the car. They began making fun of her until they, too, saw the object. The mother, driving the car, turned left onto Walnut Tree Hill Road, after the overpass. Suddenly they all began seeing the object off to their right, between the trees along the road. The mother stopped the car, but refused to allow the girls to get out. All four watched as the object silently flew almost directly overhead and back towards I-84. All agreed that it appeared to be very large, kite-like, with four steady, glowing lights - two red, two blue. The "leading point" of the object in flight was a red light, the two "tips" were blue and the "tail" was red. They were steady and did not blink. The lights were described as "too close together to be several planes in formation, but too far apart to be one single plane." As the object moved over to the left side of the car, the trailing red light went out. The witnesses estimate that the object was now over Highway I-84. It now appeared as a large triangle, with a red light at the apex and two blue lights at the "wingtips". The blue lights then went out, followed by the disappearance of the leading red light.

At approximately this time, a woman graduate student of the University of Connecticut, 33 years old, saw the object as she was driving on I-84. She reported three unusual lights - a red and two blues - to the Newtown Police Department. She hurriedly exited near the Grand Union store and as she did, she noticed the two blue lights going out and then the red light also going out. She felt as if "the thing" had disappeared. She noticed other people on the road slowing down, as if also watching it, and talked with another woman at the supermarket who had also seen "it". The police dispatcher from nearby Newtown told her that there had been two sightings of a large

unknown object in the past two weeks, but to relax because whatever it was, the FAA was tracking it.

Barbara Allen, a resident of Sandy Hook, her daughter and her son also saw the object at approximately the same time, while Eastbound on I-84 in the same area. The daughter, bright for her eleven years, wrote a most cogent report:

"I was thinking about falling asleep. Then I saw a bright light above a hill and I thought it was a radar tower. As we drove along, it was going along the same way we were and it was very big or at least bigger than a large plane. We got off at Exit 10 and stopped to look at it. It was a triangular shape and had one red light and two blue lights. As we were watching it, the lights seemed to fade away. I know they (it) didn't go behind a cloud because it was a totally clear night."

The daughter, the son and the mother all agreed that what they saw was unusual and that it was unlike anything they had seen before. After stopping at the bottom of exit ten, they watched as it hovered over them briefly and then moved slowly away. Barbara talked for a minute with a teenager standing on the opposite side of the road, who had also seen "it".

The last report from the Sandy Hook area that night comes from a self employed construction worker, a muscular young man who, at age 28, runs his own concrete business and has built his own home. Paul Valliquette of Meriden, Connecticut was on his way home from a job when he saw it. Without fear, but with a lot of curiosity, Paul stopped his truck on I-84, got out and proceeded to get a very good look at the object at close range, with its lights on and after they went off. He gave a very concise report of an extremely large, metallic object. Using hand widths and angular measurements (he

saw it hovering in front of a nearby hill), the dimensions of the object were computed to be approximately 800 feet across, 500 feet long, and approximately 50 to 100 feet in thickness. This seems ludicrously large, but almost every witness reports similar dimensions. "As large as a football field" is a common comparison. Paul watched the huge object for about five minutes. It had doused its lights, but in the moonlight he could see a "huge, grey, metallic object". Suddenly its lights came back on and it "moved very swiftly" to the west at the same low altitude. Paul states: "On a soft arc, it lifted up towards the stars and became the size of a pin head in a matter of five to ten seconds". The acceleration was abrupt, extremely rapid, and silent. It stopped abruptly, seemingly miles away, at about sixty degrees above the horizon over the area of Ridgefield, Ct. At this point, Paul perceived it to be much like a star, giving off multicolored lights.

The reports from each of the two nights are not isolated to the witnesses mentioned. Media articles appeared in the Bridgeport Post of August 22, 1983; the Meridan Record Journal of August 24 and in the New Haven Journal Courier of August 23. Again in September, reports appeared in the New Haven Register on the 24th and in the Newtown Bee on the 30th. Police departments received numerous calls about the object in all the towns mentioned. It is estimated that there were several hundred witness in August and somewhat less in September.

These two nights are typical of many. Phillip Imbrogno, the most persistent and perhaps most experienced investigator, has looked thoroughly into numerous sets of similar reports over Westchester, Putnam and Dutchess counties in New York. The record of his investigations, along with photographs, taped testimony and police officer observations checked by Lt. Lesnick, leaves little room for "conventional

explanations". These records are on file with J. Allen Hynek of the Center for UFO Studies. Hynek himself has made several visits to the area to confer and personally interview witnesses with George and Phil.

My own investigations into the object's appearances included interviewing more than fifty witnesses, obtaining taped and written testimony, drawings and other records of reports. I met several times with Phil Imbrogno and George Lesnick and consulted with other investigators and journalists in gathering and comparing information. I also consulted several aerospace and aeronautical engineers well established in their fields. They agreed, after reviewing the reports, that those describing a large, low flying, structured object could not be explained by aircraft activity. One suggestion was that the object might be a very large parawing surveillance craft, powered by newly developed brushless DC electric motors. Although attractive, this proposal had several serious drawbacks. Such craft are still in the experimental stage and are being developed solely for the military. What would they be doing cruising low over the affluent suburbs of Westchester and Fairfield? Such surveillance drones are designed to be unobtrusive and cannot duplicate many of the reported manoeuvres of the "Westchester Wing". Surveillance aircraft used at low altitudes would be much smaller than the reported UFO. The general consensus was that a structured aircraft of the reported size and characteristics of the "Westchester Wing" is beyond our present technology.

Other aspects of the situation surfaced. On three separate occasions I encountered direct evidence of covert FBI interest in investigations into the sightings. One evening I found myself being interviewed by a person representing herself to be a MUFON

investigator (MUFON is a UFO group from Texas). While we spoke, an FBI agent was sitting at the next table, listening intently. This was verified by local police officers who had an ongoing interest in the investigations and in the presence of the agent, as he had not officially notified them of his presence and intent. Other agents were identified through license plate checks. The shadow cast by the presence of federal agencies interested in the UFO phenomenon has definite outlines, although the complete image is still unknown.

To summarize, we may state that many thousands of individuals in the New York/ Connecticut area have been witness to an unusual aerial object in 1983 and 1984. The object is consistently described as extremely large, structured, "V"-shaped, silent and flying slowly at low altitudes. It also has been seen to accelerate "very, very quickly", to rotate on its axis in flight, make abrupt right-angle turns, hover motionlessly and display variable lighting as well as "searchlight-like" beams extending to the ground. Within one month of the beginning of these reports, pilots began flying light aircraft out of Stormville and other small airports in V-shaped formations over the same areas. They refused to identify themselves to investigators and several times avoided state and local police waiting for them by diverting to other airports. Investigations into their identities, led by lawyer Peter Gersten, have linked them with the CIA. Several researchers experienced covert attempts to follow and falsely interview them. Investigations into this activity showed these attempts to be the actions of FBI employees. Numerous police officers, themselves witnesses of the unknown object, reported attempted censorship by superiors. They also reported, in several separate townships, approaches to police chiefs by federal agents

attempting to cover up and explain away reports.

What are we experiencing? At this point we can only say that we are witnessing what appears to be a very large, structured vehicle which flies low over populated areas, displaying unusual lights almost as if to attract attention to itself. What it is, where it's from and who is behind its activities are all entirely unknown. Someone seems to be trying to get our attention. Once attending, we find ourselves even further entranced with the implications of its appearance. We need to clearly separate what we know from what we may imagine. UFOs have somehow managed to attract low levels of attention for years. For some reason, this wave of activity seems to be more open and intense. There is evidence that, at least during this wave of activity, federal intelligence agencies have been active in covertly investigating and attempting diversionary explanations for the unknown object and its activities.

Too many witnesses have seen the object for it to be explained away as "ultralight aircraft". Too many witnesses, themselves pilots and aeronautical engineers, have seen the unknown object display characteristics completely beyond the capabilities of "light aircraft formations". Whether one chooses to "believe" the explanations or to "believe in" UFOs is no longer a cogent approach. One does not "believe in" helicopters. One can only accept the evidence, all of the evidence, as showing UFO activity on a suprisingly consistent and prolonged basis in 1983 and 1984 over the New York/ Connecticut area.

We cannot define completely the nature of this activity. We can, however, closely examine the evidence gathered. Thanks to the efforts of Phillip Imbrogno, George Lesnick and others, that evidence is considerable. Using what we know are verified reports, we can

make some reasonable statements and deductions about it. It seems clear that an unknown agency is displaying what we call a UFO to numerous individuals in the New York/ Connecticut area. The displays are consistent and attention seeking; the object turns its lights on and off. If it did not want to be seen, it would not illuminate itself. The object is seen only at night and displays no clearly detectable purpose except to fly low over relatively affluent areas and to demonstrate unusually high performance flight characteristics. The object is huge: one witness, Mr. Valliquette, compared it to the size of three jumbo jet 747 aircraft lined up in a row.

The extreme size of the object and its unusual and unbelievable flight characteristics invite us to be in awe of its presence. At the same time, it does not openly display itself in daylight or land on the town green; we are not abruptly shocked by its presence. Rather we are gently introduced, over a period of many months, to the reality of its existence.

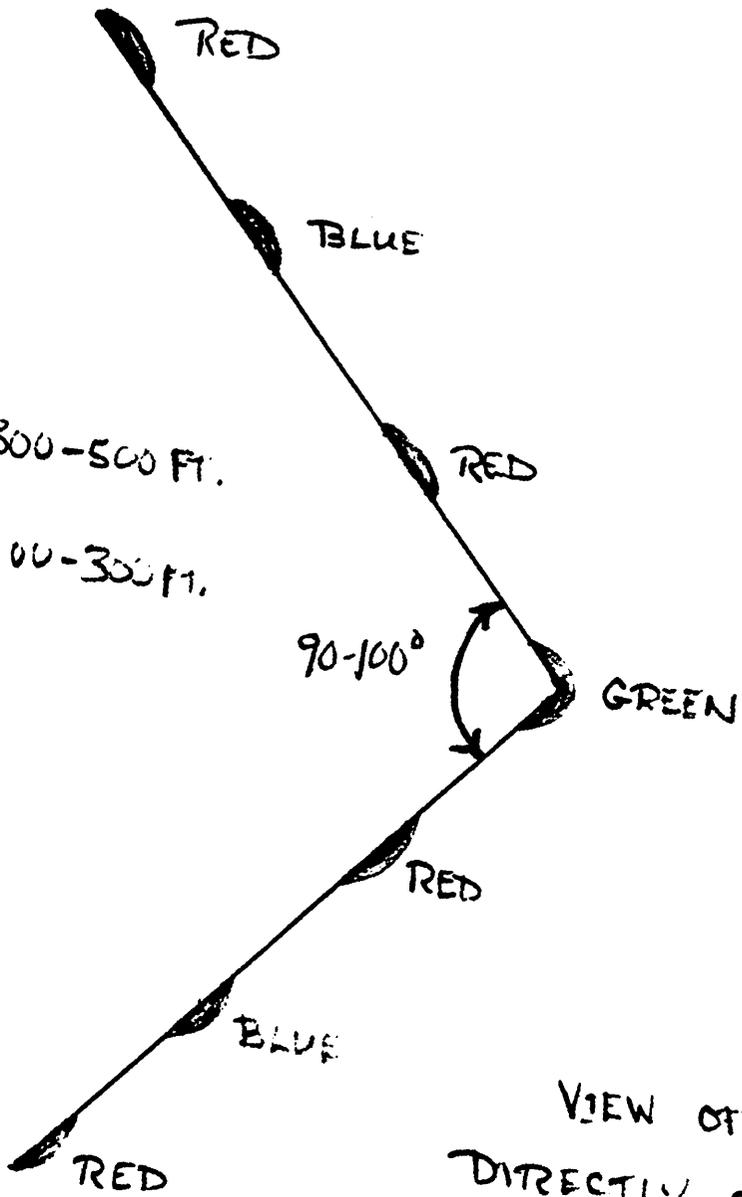
The UFO phenomenon has been following this modus operandi for many years. In New England the manifestations of this UFO show a greater frequency, a greater consistency and a greater duration than previous UFO waves. We might deduce that the UFO phenomenon is accelerating its program. We might consider that our reaction to to the phenomenon could be just as important as our realization of its actual nature.

Minuteman missile systems have had their command and control computer systems crashed by the appearances of UFOs. UFOs have effortlessly destroyed antiaircraft missiles launched at them over Korea, over Belgium, over Moscow. Jet fighters launched from Cuba, the United States and the Soviet Union have been lost in interception attempts. All electromagnetic communications and radar have been

totally jammed at military bases for hours during UFO appearances. UFOs have closely overflown and landed near military bases throughout the world. At the same time UFOs have made appearances to isolated individuals and have overflown towns and cities without displaying hostility.

We are being slowly and gently introduced to a superior culture which will not allow nuclear conflict on our planet. Our adolescence is over. It may be that we shall resolve our international differences and go on to eventual open and peaceful contact. It may also happen that we attempt nuclear conflict. Such an attempt could be stopped by the UFO agency; it has shown the capability for intervention. An intervention on this scale would be a tremendous shock to humanity. The Westchester overflights, the Exeter sightings of the last decade, the reports of UFO appearances in the past thirty eight years may be designed to cushion that shock.

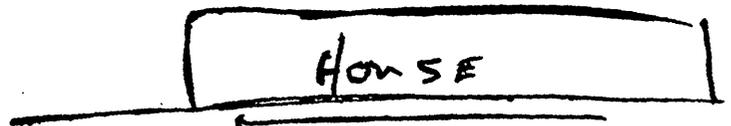
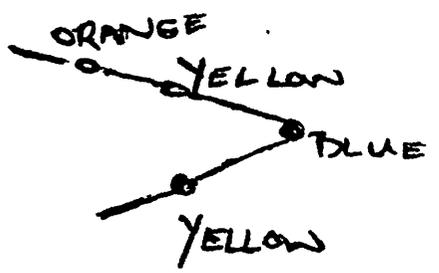
**Samples of
Witness Drawings**



WIDTH APPROX. 300-500 FT.
LENGTH APPROX. 200-300 FT.

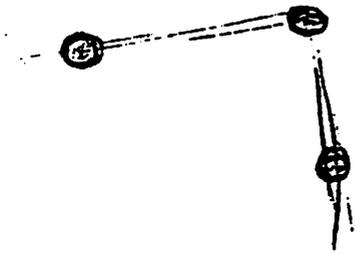
VIEW OF OBJECT
 DIRECTLY OBSERVED

R. PERRY, MECHANICAL ENGINEER



SIDE
 VIEW

Brian T., ELECTRICAL
 E



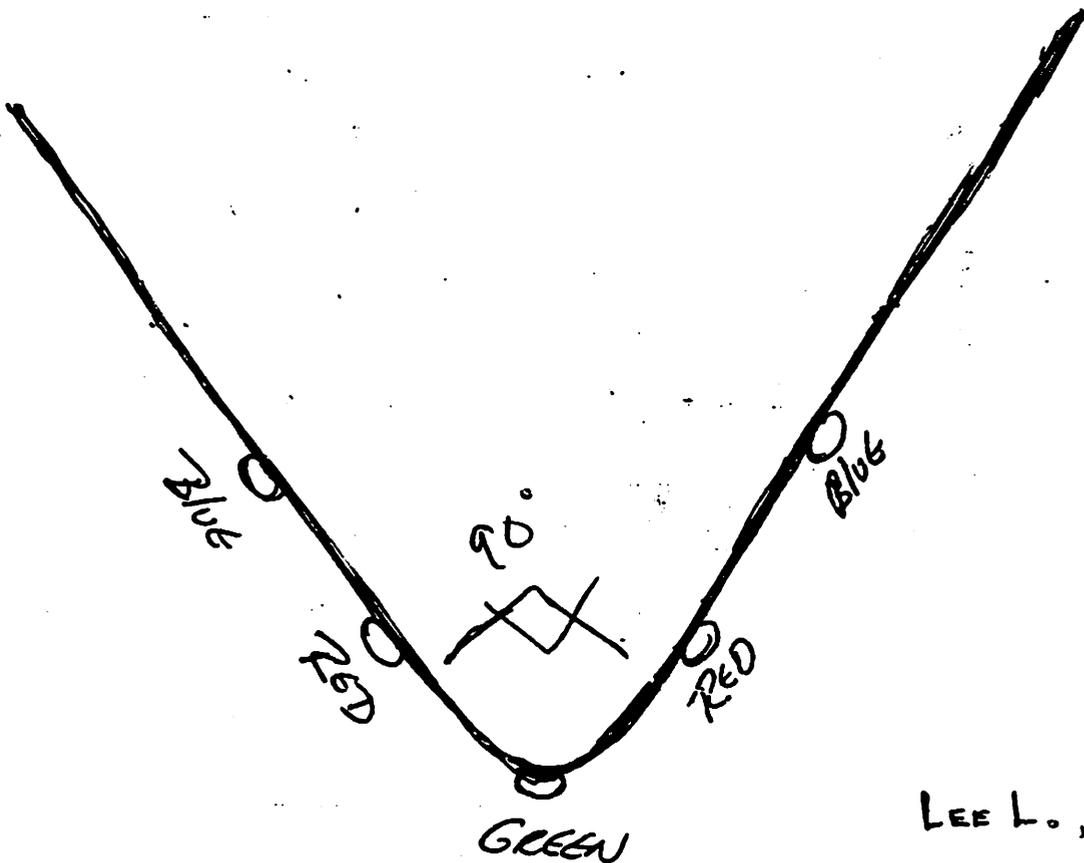
← 90° TURN, LIGHTS "ROTATED INTO TURN" BEFORE TURN INITIATED, TURN ABRUPT BUT WITH APEX OF "TRIANGLE" ALWAYS FORWARD

THOMAS B., SCHOOLTEACHER

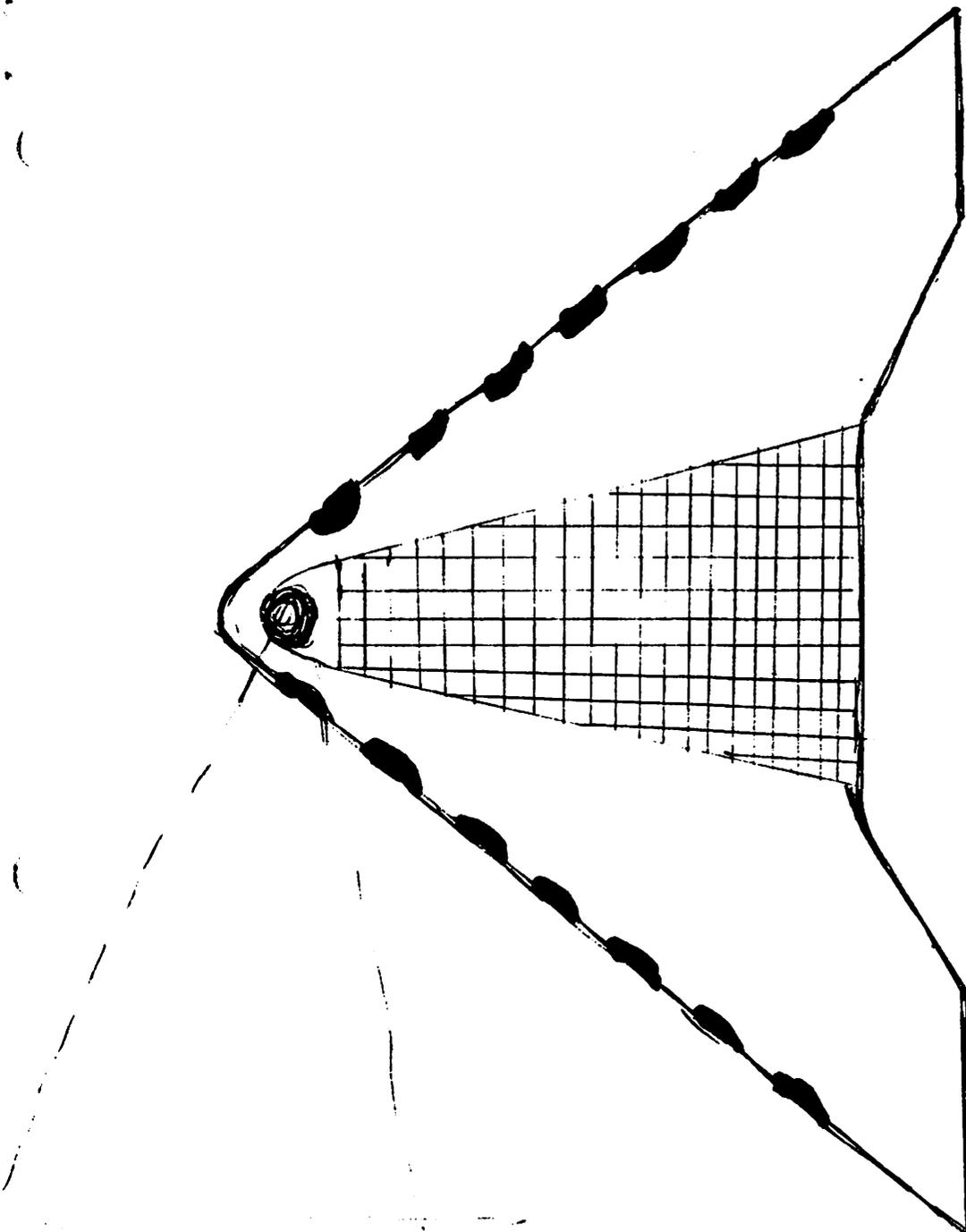


BRIAN B., THIRD GRADE STUDENT

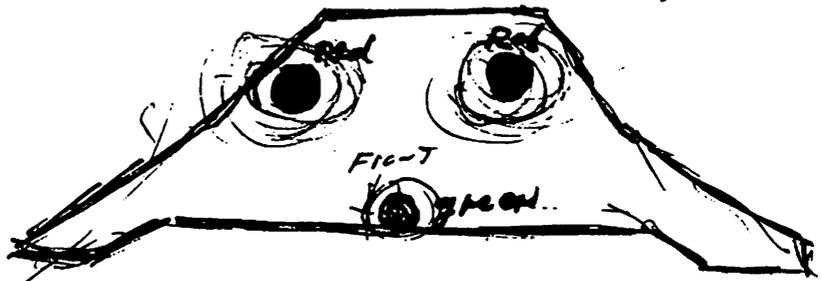
CAROLE B., HOUSEWIFE



LEE L., FINANCIAL ADMINISTRATOR



KENNETH R.,
POLICE OFFICER



PAUL V.,
CONSTRUCTION BUSINESS
(OWNER)

Westchester 4

"Open" Triangle — cont.

They had had a clear view of the front lights, left side, top, inside of the right side, and the hole in the middle, which was so large that when mid-air collision seemed imminent, Charlie Little had gauged the possibility of flying right through it! The object was a triangle with sides at least 200 feet long and as high as a two story house, according to Charlie. While the outside edges were sharp and well-defined, the edges toward the triangular central hole were camber. The equilateral triangle was gray, perfectly smooth, with no rivets, doors, antennas, windows or other visible features. It was totally silent.

The object flew with one side forward (against all aerodynamic principles) and had on that side six very large and blinding white lights (see cover). In spite of its size the object demonstrated a high maneuverability and was able to come to a stop and reverse directly almost instantaneously.

"As a pilot, I did not believe in UFOs but we had just had a near mid-air collision with one! I looked at the altimeter. We were at 5,500 feet. I picked up the microphone:

Charlie Little: Jacksonville Center. This is 42 Yankee. We're at 5,500 feet ready to go back to 8,000.

Radar Control: 42 Yankee. Roger. Maintain 8000.

"We climbed back to 8,000 feet, engaged the auto pilot, picked up the microphone, called Jacksonville Center and tried to explain to the radar controller about the flying gray triangle. He responded sarcastically, 'Sure, 42 Yankee.'

"I became very angry and threw the microphone on the floor instead of hanging it on the clip. 'I'm never going to speak to him again,' I told Jeff. We all knew we had just seen a UFO but we didn't know what to say. We were afraid that if we told anybody we would lose our pilot's licenses. This was very important to us because we were all hoping to become commercial airline pilots. It could be the end of our careers.

"Ten minutes went by. Then:

Radar Control: 42 Yankee. This is Jacksonville Center. Over.

"I didn't want to talk to him, and told Jeff so. I was angry. Again...

Radar Control: 42 Yankee. This is Jacksonville Center. Over.

Again I told Jeff I wasn't going to talk to him. Then...

Radar Control: 42 Yankee. Could you tell me any more about that flying triangle you were talking about?

So I picked the microphone off the floor:

Charlie Little: It was a gray triangle with six white lights on the front...wait a minute! A few minutes ago you didn't believe us and now you want to know all about it. Why?

Radar Control: A controller in Washington Center just called and said a United 727 captain had just reported the same thing over Washington. Do you want to file a report?

Charlie Little: Definitely not!

(Ed. comment: Attempts to locate the other two pilots have failed and so this remains a one-witness case. We have gone against our general principle of not including single-witness cases because Dr. Smith's and my long interviews, together and separately, have left no doubt in our minds that this event had been a very real and a very traumatic experience in the flight career of Charlie Little. We admit it reads like science fiction, but then, so do many other UFO accounts. Its science fiction aspect is not lessened by the fact that a rough calculation, based on the estimated time between the Charlie Little sighting and the one by the United Airlines pilot, leads to a speed of some 4,000 miles per hour, assuming both were sightings of the same object.)

Yes, it would be simpler just to dismiss cases like this as being "beyond belief" but would it be scientifically responsible to do so? We think not. □

by Philip J. Imborgno

After the March 24, 1983, flap we thought we had seen the last of the mysterious visitor reported in the skies over southern New York and southwestern Connecticut. Thus I was surprised when on June 14, 1984, I received a call from Peter Gersten, of Peekskill, N.Y., reporting new multiple sightings by independent witnesses. What they reported, once again, was a large V-shaped formation of up to 20 multicolored lights.

These sightings occurred between the end of May and about June 25, with the bulk on May 31, June 11 and June 14. Mr. Gersten and I together searched for witnesses and between the two of us received well over 90 reports.

The majority of the sightings came from the middle of Westchester county, but some also came from Fishkill, N.Y., in Putnam county. They described a large formation of lights, flashing from red to white to blue to green, with a dark mass behind the lights. The formation was reported to hover and to make either no sound or, at times, a faint, low-pitched hum. The lights were always in a V-formation, with the distance between the lights remaining constant even as the object turned. The sightings demanded investigation, particularly because of their similarity to those of 1983. So with the help of field investigators Chris Clark and George Lesnick, an investigation was begun. This time we had the assistance of MUFON member Lee O'Conner, of Danbury, Conn.

On May 31, 25 witnesses contacted us from the towns of Yorktown, Hawthorne, Bedford and Peekskill and an additional 10 excellent sighting reports came from Fishkill. Space will permit us to focus only on several accounts from first-rate witnesses.

May 31, 1984, 8:15 P.M.

John Burdett, a corporate executive for IBM with a B.S. in computer science, and his family were out on their deck, which overlooks the northern section of the sky in Hawthorne. Looking northward, they noticed approaching them a bright string of white lights, low on the horizon. At first they thought it was a large jet, perhaps a 747, in trouble.

The night was very clear, and at about 3 A.M. they were flying at 8,000 feet over the ocean and approaching the airway intersection known as Starfish, halfway between Jacksonville and Charleston. The plane was in radar and radio contact with the Jacksonville Air Route Traffic Control Center, but there had been no conversation on the radio from the radar controller since they had passed Jacksonville. Referring now to the typed report Mr. Little had made after their harrowing Close Encounter:

"About fifteen minutes after we passed Jacksonville, the radar controller called us:

Radar Control: 42 Yankee. This is Jacksonville Center. Over.

Charlie Little: 42 Yankee. Go Ahead.

Radar Control: 42 Yankee. I show you 10 miles east of course and going further east.

Charlie Little: Roger. I will make 10 degree correction to the west.

Radar Control: Roger.

"...I was looking up at the stars and thought I noticed a moving light, but it was difficult to tell.

Radar Control: 42 Yankee. I now show you 20 miles east of course.

Charlie Little: Roger, Jacksonville. Our VORs (Navigation devices...they had two on board) show me right on the airway, but we will make another correction to the west.

"...A few more minutes went by. I looked up and felt certain I saw a moving light." Charlie pointed out the light to his companions; they all thought it was a high-altitude air carrier heading for Miami, but then the light appeared to get closer and to be descending, as if it were to land in Jacksonville.

Meanwhile, radar control called again, and now insisted that they were 30 degrees off course! Charlie and his companions now thought that there must be something wrong with their navigation devices which, until then, had been working perfectly. They showed the plane to be on course. "Well," Charlie thought, "I can understand losing the operation of one VOR but losing both VORs at the same time is impossible." Still

they thought they had no problems: it was a clear night and they were under radar contact with Jacksonville.

Meanwhile, the approaching light had become brighter and brighter and now Charlie called Jacksonville:

Charlie Little: Jacksonville Center. This is 42 Yankee.

Radar Control: 42 Yankee. This is Jacksonville Center. Go Ahead.

Charlie Little: Do you have any traffic out here for us?

Radar Control: Negative.

Charlie Little: Are you sure? I have traffic out here one o'clock, 15 miles high.

Radar Control: Wait a minute, let me turn up my primary. (Pause)

Radar Control: You are the only aircraft on my radar scope.

"I couldn't understand why he hadn't picked him up on his radar scope. I explained again the aircraft's position in relation to mine."

Charlie Little: I say again, one o'clock, now 10 miles high, southbound.

Radar Control: I don't have anything.

"Puzzled, I merely replied: 'Roger.' Even though it seemed impossible, we could only assume that the Radar Center had made a mistake. We then turned on our landing and taxi lights so the aircraft could better see us. As the light came closer and closer, it was very apparent that we were going to pass very close and that the aircraft was not making any move to avoid us. In desperation I quickly picked up the microphone:

Charlie Little: Jacksonville Center, this is 42 Yankee. We may need a lower altitude immediately.

Radar Control: Roger, 42 Yankee, maintain 7000.

Charlie Little: We may need all the way to the deck immediately.

Radar Control: Roger, maintain any altitude you want!

"I immediately disengaged the autopilot, pulled the throttle back and pushed the wheel forward trying to avoid a head-on collision. We descended to 6,500 feet but the lights came closer and closer. Staring at the bright light we were surprised to discover that what had appeared to be just one light was, in fact, six bright white lights in a line.

"A collision seemed imminent. Panicking, I yelled, 'We can't get away from him!' The situation seemed hopeless; there was no way to avoid him. We were all going to die because the pilot in the other craft wasn't paying attention. His aircraft was obviously much faster than ours. At that moment, I was certain that we were going to die, and my whole life passed in front of me." (In our interview, Charlie was questioned as to whether he really meant that statement literally, and he replied affirmatively.)

"The lights were so bright that I had to hold my hand over my eyes. I peeked through my fingers to watch. Suddenly, a soft green light was all over our cockpit." (This is certainly reminiscent of the famous Coyne helicopter case of Oct. 18, 1973, Mansfield, Ohio, in which a green light diffused all through the helicopter cockpit).

In his interview, Charlie Little was questioned closely as to the exact train of events, since after the passage of years it is only too well known that memories "alter." Little, however, maintained stoutly that this event had been so dramatically vivid that it was indelibly stamped upon him for life.

The UFO descended somewhat below them at this instant but still remained in front of them. At the instant collision seemed inevitable the craft made an unbanked 180 degree turn, remained ahead for a few seconds and then "took off and disappeared like a flash bulb."

"I immediately started leveling out our airplane to slowly ease back on the air speed to get it out of the yellow. As the air speed fell into the green, I pushed the throttle back forward to cruise speed, let go of the wheel, and grabbed Jeff's (the pilot closest to him) arm and shook him real hard and said, 'I want you to tell me exactly what you saw!' He answered, 'It was a gray triangle with six white lights.' I said, 'That's exactly what I saw.' "

(continued on page 6)

The object continued its approach. It was a V-shaped formation of white lights, 15 in all. The Burdetts watched it as it slowly moved toward their house. The formation of lights passed directly overhead. Burdett heard no sound whatever, but his daughter detected a faint humming sound. He called for Mrs. Burdett, who told me later, "He was shouting for me to come out in such an excited manner that I thought the house was on fire." As the object (or lights) crossed to the southern side of the house, Burdett said, it stopped, with all lights changing simultaneously to blue.

Soon the lights changed to all white as they hovered about 40 degrees above the southern horizon. Now the lights made a very tight 180-degree turn until the apex of the V was once again facing north. Now it moved slowly back toward the Burdetts' home, veering to the northwest so that when it passed their home it was about 60 degrees above the horizon.

More Nocturnal Lights

All witnesses reported some type of dark mass behind the lights. The diagrams they drew were quite similar. The Burdett sighting lasted about 10 minutes. The object's apparent size at its highest point in the sky was about eight inches at arm's length.

The police department in Mount Pleasant, located a quarter-mile south of the Burdett home, logged 10 calls about the UFO from area residents. The object was also seen by a close neighbor of the Burdetts, but he has requested anonymity.

8:30 P.M.

As the formation of lights headed north, it was reported from Pleasantville

and from along the Taconic highway. Mrs. Conway, of Thornwood, claimed that the object paced her car near route 117. "The lights were in a V-shaped pattern," she said. "It followed alongside the car for several minutes and even when I slowed down to 15 miles per hour, the object kept pace with the car all the time."

Mrs. Conway said the lights then faded out for several seconds but when they came back on, all were red. The formation then picked up speed and was soon lost to the north. By this time, Mrs. Conway stated, several cars had pulled off to the side of the road, with their occupants standing outside looking at the UFO pass by. According

(continued on page 8)

UFO SPECTACULAR CONTINUES

When, among hundreds of witnesses, are included IBM executives, M.D.s, CPAs, a top meteorologist, a priest, pilots, air traffic controllers, a biochemist, an electrical engineer, college professors, police officers, secretaries, a Navy flight instructor and many other professional people — and when their testimony about a given set of UFO sightings turns out to be remarkably similar — surely even hardened skeptics must take heed when no sensible explanation for these sightings presents itself. But even they have been silent and have yet to come up with a suggested solution, let alone a viable and testable theory.

We are referring, of course, to the New York-Connecticut "boomerang" sightings of 1983 and 1984. These have been unique in that there have been far more witnesses to them than to virtually any other UFO sighting on record, they have occurred over a relatively wide area (most sightings are confined to a highly circumscribed area), and they have been recurrent over a period of many weeks in each of two years. Usually, repetitive sightings

witnessed by large numbers of people have had easily explainable causes: meteors, balloons, satellite re-entries and so on. But so far no satisfactory conventional explanation has been found. Nor is it likely to be if the host of responsible witnesses are to be believed.

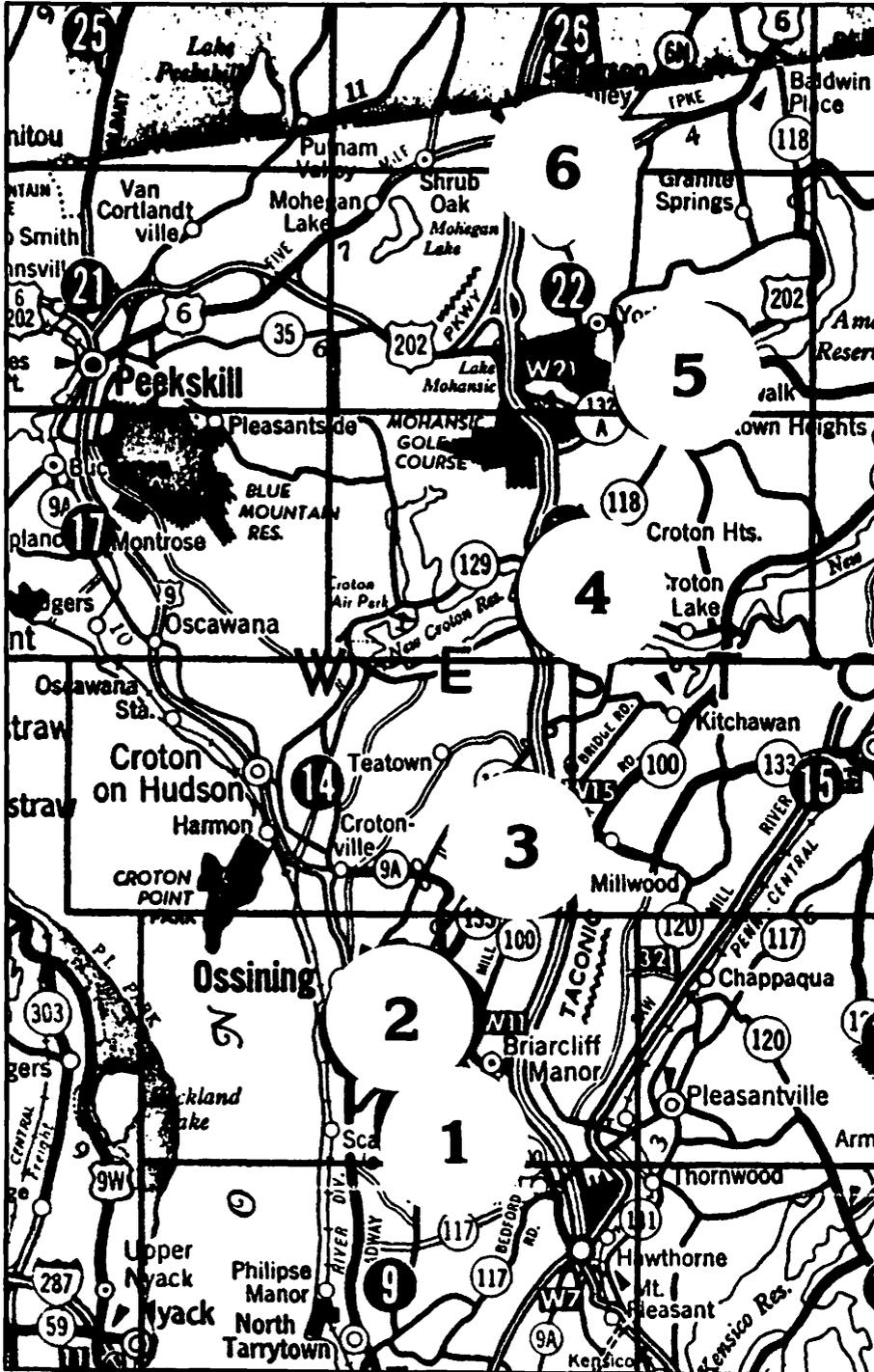
On Aug. 25, 1984, a public forum organized by Peter Gersten, prime protagonist in the Citizens Against UFO Secrecy (CAIS) movement, was held in Brewster, N.Y. It was a highly successful 12-hour-long meeting, attended by some 1,200 people, about 800 of whom had been witnesses to the sightings. A notable feature was the large number of representatives of the press and other media: the New York Times, the Chicago Tribune and the Hartford Courant were among those represented and the television and radio coverage was excellent. The importance of the above is not in the numbers but in the quality of the media represented, a heartening change!

The full story has not yet been told. It

is a continuing drama. But if it should prove to have a natural explanation, we can be sure it will in itself be spectacular. Unless we impugn the sanity of the many independent witnesses, planes, blimps, atmospheric or astronomical phenomena and hallucinations have been ruled out. With respect to the last, unless one can show (and one means SHOW) just how several highly responsible, technically trained, articulate individuals, unknown to each other and geographically separated, can hallucinate in unison and in detail, this often proposed "explanation" is untenable.

One of the most dedicated investigators of this series of sightings has been Philip Imbrogno, a science teacher and writer on astronomical topics from Greenwich, Conn., and a long-time associate of CUFOS. He has brought together, for the record, some of the highlights of both the 1983 and 1984 sightings, and we are pleased to present both of his papers in the following pages. They deserve careful reading. □

WESTCHESTER, 1983 — cont.



This map shows the Westchester sighting area divided into six sections. It must be noted that each position identifies numerous witnesses but I shall focus on only one good witness at each position.

above a group of pine trees, then vanished. By now, 10 minutes had passed.

When it disappeared, Scarpino said, "All the lights just went out and the object was gone." Because the lights kept a constant position in relation to each other, the witness assumed he was observing a large, solid object. His dog paid no attention to it.

At the time of Scarpino's sighting, police in Ossining and nearby Briarcliff Manor took numerous calls from area residents who said they had seen a low-flying, very large object with many lights in the shape of a V or a chevron or a boomerang (all basically the same shape, of course).

Position 2: 8:40-9:00 P.M.

As they left a Briarcliff Manor restaurant, Mr. and Mrs. Herbert Keuchen noticed a formation of 20 lights in a boomerang formation moving soundlessly across town. Mrs. Keuchen, who got the better view of the object, gives us this account:

"My husband and I just left a restaurant on North State road in Briarcliff Manor. The time was somewhere between 8:40 and 9:00 P.M., and I looked up through the sun roof of our car and noticed this object flying by. I then looked at it more and it seemed to be hovering. I then asked my husband to stop the car, and I noticed that this object was shaped like a boomerang. It had red, green and white lights which were unblinking, and there was no sound of any type. It then started to head north and it was at this time about 65 degrees above the horizon.

"I watched the object, and, as I did, it stopped and instantly started moving in the opposite direction. It was now moving backwards and heading south. We had lost sight of it because it went behind some trees. We then started to head home and got on the Taconic going north.

"We once again saw the object near Croton [section 4]. My husband then pulled off the road and I got out of the car. This time the object was hovering about 60 degrees to the south of us. It then started to move slowly; it passed in front of the moon which was almost full at the time. As it did, I

saw this large superstructure the size of at least a 747 behind the lights. It was massive! After the object crossed the moon, I could not see this structure anymore and all I saw were the lights.

"I continued to watch the object and then the lights all went out as if someone threw a switch and the object was gone. Less than two seconds later, it appeared again but lower on the northern horizon and just hovered there. I watched it for about five more minutes until it disappeared once again; less than a second later it reappeared almost right over our heads. This made my husband and me really nervous and my husband was now convinced that this something, whatever it was, was not a formation of planes like he first thought.

"The object slowly drifted to the north where we soon lost it. We both were quite excited, so we went home and called the New Castle police. They told us that many people were reporting the object and that one police officer reported that it hovered above her car while on patrol."

Our team of investigators located and interviewed the officer, Ptlm. Sadoff of New Castle.

At the time of the Keuchen sighting the object was literally stopping traffic on the Taconic highway. It is remarkable that multiple car accidents did not occur. Many of the witnesses along the highway reported that the object hovered, moved slowly and silently and frequently disappeared and reappeared.

Position 3: 8:40-8:45 P.M.

This is the area of Millwood from which the highest concentration of reports came. Thirty-five motorists observed the object and all have given consistent descriptions of the "boomerang." We concentrate here on the sighting of Ed Burns, a computer programming supervisor for IBM.

While driving north on the Taconic, Burns saw at least 20 lights in a V-formation. The lights were orange, blue and white and the object appeared to be larger than a football field. As it passed over the highway, it moved very slowly and he heard no sound at all. It seemed to be one massive, solid object, but he saw only the lights.

After losing sight of the lights behind some trees, he sped up to try to beat the object to a clearing just ahead. At the clearing (between positions 3 and 4) he pulled his car to the side of the road and stepped out. The object started to head directly toward him. He saw other motorists pulling off to the side; others had already stopped on both sides of the highway. As the object started to approach, there were some near-accidents as motorists tried to look at the object and drive at the same time.

The object crossed to the middle of the Taconic highway and hovered for about 40 seconds. The lights now went out for a second and when they came back on, only the white ones were visible. Burns got the impression that the UFO was watching the cars on the highway. He shouted to a man near him, asking, "What is it?" The man just stared at the object with his mouth open, unable to speak.

The object slowly drifted northward. Burns got into his car and followed it for several more miles, keeping pace with it at about 40 mph. He lost it when the object veered toward the northwest. Burns was so impressed with the brilliance and the size of the object that he compared it to "a city in the sky."

Position 4: 8:45 P.M.

This is the area where meteorologist Bill Hele made his sighting while traveling south on the Taconic (IUR, Vol. 9, No. 2, page 6). At about the same time Dennis Flemming, president of Information Services Limited, was heading north. Flemming, in his mid-30s, has a background in air traffic control systems and computer programming and is an amateur astronomer.

Hele reported that the lights changed from multicolored to green. Flemming noted a green formation of lights approaching him from the south. He stopped his car, got out and saw the lights make a wide turn. He felt certain that this was one object since all the lights turned at once. He heard no sound from the object, which he estimated to be over 1,000 feet long; its altitude, he thought, was close to 1,500 feet. This is most interesting since Flemming and Hele, excellent observers, both

(continued on page 12)

This is a percentage breakdown of what 54 witnesses reported. It is interesting to note that a later study based on 83 witnesses showed no changes in the data.

CHARACTERISTICS OF THE MARCH 24 UFO

PERCENTAGE BREAKDOWN

CASE #183

By Philip J. Imbrogno

SHAPE

BOOMERANG	42%
V SHAPE	52%
OTHER	6%

SIZE

LESS THAN 100 FEET	16%
GREATER THAN 100	56%
GREATER THAN 300	16%
NOT SURE	12%

COLOR LIGHTS

RED	6%
BLUE	3%
GREEN	8%
WHITE	18%
RED, BLUE, GREEN, WHITE	35%
RED, BLUE	10%
RED, GREEN	12%
OTHER COLORS	6%

NUMBER OF LIGHTS

FOUR	6%
FIVE OR SIX	40%
EIGHT	20%
MORE THAN 10	20%
NOT SURE	14%

SOUND

HUMMING	24%
NO SOUND	60%
ENGINE LIKE	6%
NOT SURE	10%

SPEED

SLOW	92%
SLOW THEN FAST	8%

HOW OBJECT LEFT

MOVED AWAY	70%
VANISHED	30%

DURATION OF SIGHTING

ONE MINUTE	10%
TWO MINUTES	12%
FIVE MINUTES	32%
TEN MINUTES	28%
TEN MINUTES +	18%

HOVER?

YES	40%
NO	60%

Westchester — March 24, 1983

give almost the same figures for size and altitude. Flemming emphasized that this object was, without a doubt, one solid object and that there was no way in which it could have been a number of objects flying in a tight formation.

Position 5: 8:45-8:50 P.M.

As the boomerang flew north, numerous residents reported the object to the local police. Some police stations in Yorktown and New Castle, for example, received over 100 calls that evening.

Near Yorktown Heights, Ann Marie Sokolich, 33, saw the lights pass directly over her car as she headed west on Route 202 to the Taconic highway. As the object flew over her car, she heard a faint humming sound. Then the object turned very sharply and headed northeast.

She reported the object to be huge with white lights which flashed blue for less than a second just before it made a turn. The witness saw 12 lights in all; in her view the object had the apparent size of a 12-inch ruler held at arm's length.

Position 6: 9:00 P.M.

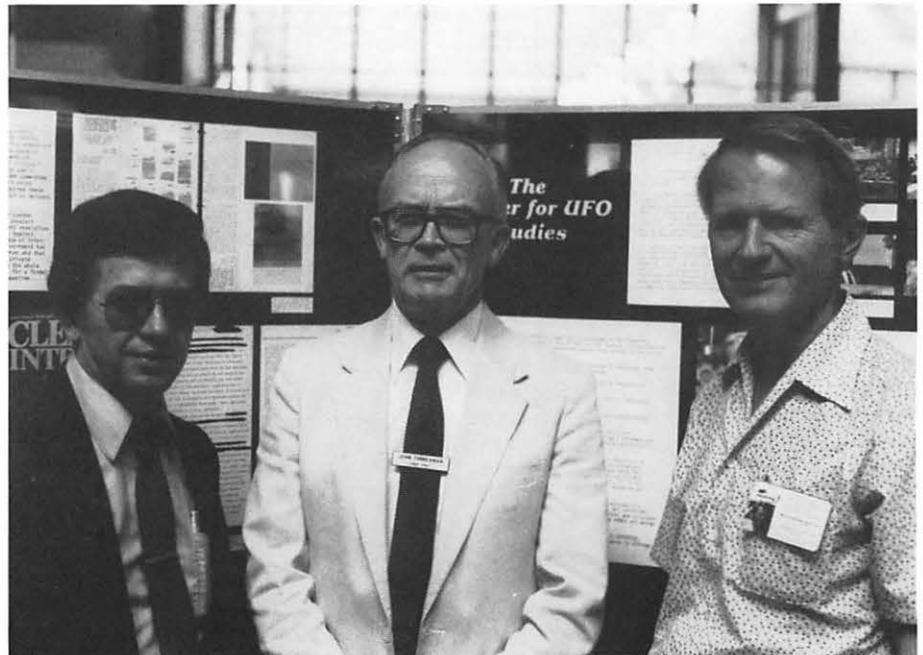
Joan Hatten, driving toward Peekskill near route 6, noticed 15 white lights in a triangle shape moving slowly across the sky from the southeast. The green, orange and white lights were about as bright as the turning lights of aircraft.

The object executed a sharp right-angle turn and headed north. Mrs. Hatten lost sight of it as she turned west. The apparent size of the object was that of a 747 at low altitude, in her estimation.

The boomerang continued to head north and was spotted in Putnam county, which lies directly north of Westchester county. Here also witnesses described almost exactly what had been reported in Westchester earlier. □

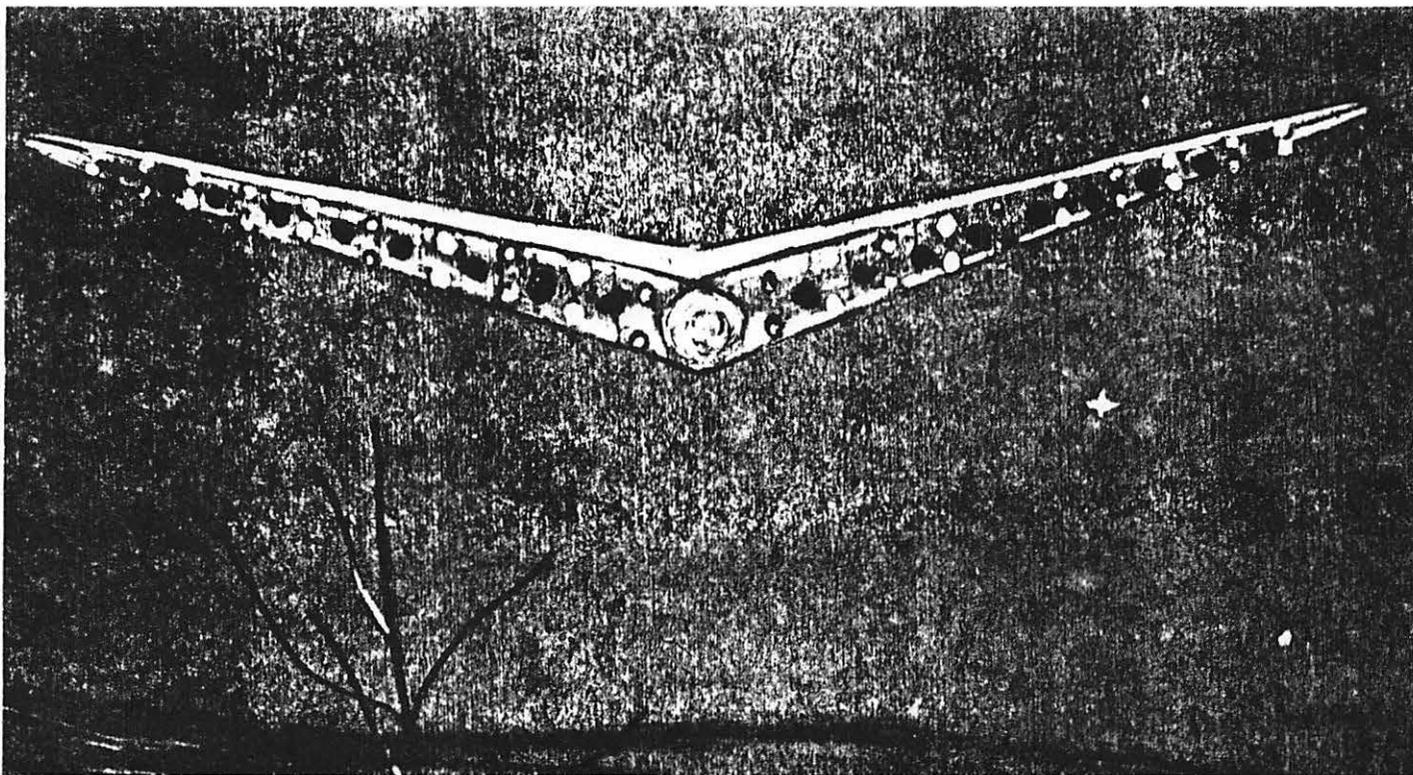


The newly-constructed CUFOS UFO PHOTO EXHIBIT, shown on display at the City Shopping Center, August 31, September 1st and 2nd, in Orange, California. The 9-section, 18-panel exhibit of UFO photography and descriptive material is mounted under plexiglass.



L. to R., John DeHerrera, technical writer for Beckman Instruments, Inc.; John P. Timmerman, Chairman, Center for UFO Studies; William D. Nelson, retired Senior Engineer/Scientist formerly with Douglas Aircraft Company. (See article on page 15, col. 3.)

Boomerang Over Three Counties



by Philip Imbrogno

It has been our experience that when UFO reports relating to an object seen by many people over a considerable span of time and over a wide area are investigated in depth, the result has been an IFO; Venus, the Goodyear Blimp, or a bright meteor have often been the culprits. Thus, when the present case first came to our attention, the initial response was to feel that it, too, must have a pedestrian explanation.

Here, however, we have a case which has failed to yield such an explanation. Mr. Imbrogno and his associates have done yeoman service to the Center, interviewing far more witnesses than are usually available for such work, and their work continues. To the present, Mr. Imbrogno has not found a plausible solution to these many reports, assuming, of course, that the features and dynamics of the UFO were, in the main, correctly reported. With hundreds of witnesses involved, quite independently of each other, it would in itself be a remarkable

event should none of them have reported a pedestrian event, if indeed it had been that.

If any of our readers can provide us with a viable and demonstrable solution to this widely witnessed event, we would be most anxious to have it submitted.

This report deals with widely reported sightings on three nights of March, 1983, in areas of Westchester, Putnam, and Fairfield counties in New York and Connecticut, although similar sightings were made in those and other adjacent areas, to a lesser extent, in that general time period. The location of the viewers on March 24 are shown on the accompanying map. The report strongly suggests that the UFO was sequentially sighted along a circulatory flight path centered in points in those counties, although the presence of more than one object is not ruled out.

In a nutshell, there is general agreement among the percipients that the object was large (100-200 feet) and boomerang-

shaped (sometimes reported as triangular, a deviation which might be attributed to different angles and distances of viewing). It carried a large complement of red, white, green, and blue lights, plus one large amber light, centrally located. The object cruised slowly, silently or with a low buzz or hum, remarkably near to the ground (estimates vary from 60 to 500 feet) but also sometimes hovered for as long as one or two minutes before it moved on. Some witnesses said they were within 100 to 200 feet of the UFO.

Following are individual summaries of sightings on the night of March 24, and a few from the nights of March 17 and 26th.

MARCH 24

Yorktown, N.Y. 7 p.m.: At least 100 residents, including police officers, sight a large Boomerang or V-shaped object with rows of white, green and red lights heading northeast. A faint humming sound is heard. The object is 200 feet or greater from wing to wing; moving slowly towards Jefferson Valley, N.Y.

Mount Kisco, N.Y. 9:10 p.m. (approx.): Ten witnesses report a large colorful object about 500 feet over Route I-684. People stop their cars on highway to get a look and nearly cause multiple accidents. One observer notes that as the object comes directly over his car at a height of 300 feet he sees a pattern of very bright (he has to shield his eyes) red, greenish blue, and white lights in a very wide V-shaped pattern. He hears a very faint humming sound as the object passes less than 300 feet above his car. Another witness clocks object speed at 35 mph.

Mahopoc, N.Y. 9-9:20 p.m.: A large boomerang-shaped object approximately 150 feet across, with 30 or more rows of greenish-blue and white lights on its wings is seen hovering over Taconic highway by hundreds (75 actual reports submitted). A police officer reports that he got right under the object and then heard a slight humming sound. Thirty more witnesses later report an object hovering over a lake off Route 6 for several minutes and then slowly heading north.

New Castle, N.Y. 9:10 p.m.: A boomerang-shaped object the size of a 747, with red, blue, green and with a white light in the center, hovers 100 feet over a field for about two minutes, then rises vertically about 200 feet and heads towards Yorktown, N.Y.

Yorktown, N.Y. Approx. 9 p.m.: At least 50 people report the same object as before, now heading east, very low, very large, with no sound, but hovering at times over Taconic Parkway, stopping traffic.

Brewster, N.Y. Approx. 10 p.m.: Many families living around Route I-84 report a large triangle-shaped object with bright white lights hovering over the area and then slowly moving northeast. Witnesses report hearing a soft buzzing noise similar to an electric can opener.

MARCH 17

Brewster, N.Y. 8:30-9:15 p.m.: Twenty-five local residents near Route I-84 see a large boomerang-shaped object approximately 130 feet above the ground, moving slowly northeast, and approximately 100 feet across. [Ed note: One of these figures must be wrong; simple trigonometry shows that if both the 130 and 100 feet figures are correct the object would subtend an angle of 37 degrees, thus stretching across better than one-third of the sky! Witness estimates of sizes, and especially heights above

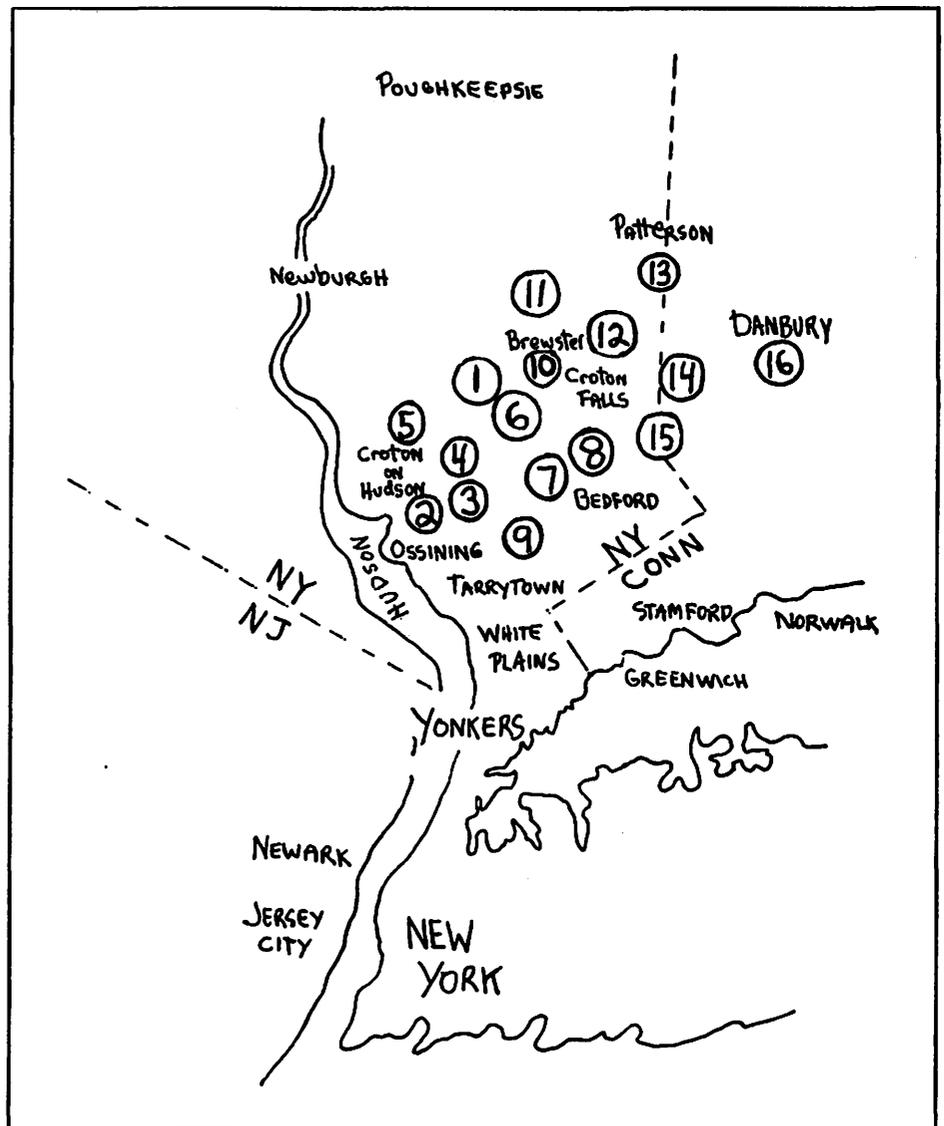
ground are of little value unless it is also stated exactly how they were estimated.] The object is seen hovering, and then making sharp turns. Several witnesses report that the object slowly passes over their houses; two report the object hovering over their backyard, less than 60 feet above the ground, then shooting a brilliant white light towards the ground. No sound, or at best, a faint humming sound heard.

Mahopoc Lake, N.Y. 10:15 p.m.: Six witnesses report seeing a large boomerang-

shaped object hovering low over a reservoir on the town line. The object then tips from a horizontal position to vertical, with the apex of the boomerang pointing toward the water. As it slowly moves northward, all the lights blink out and the object is gone.

MARCH 26

Mahopoc, N.Y. 9 p.m.: Twenty observers, independent of each other, see a large boomerang-shaped object, with vari-colored lights on its wings and with a large amber (Continued on Page 12)



On March 24, 1983, from 7 to 10:45 p.m., the boomerang-shaped object was seen over the 16 locations marked on the above map. In order, these include: the New York towns of Yorktown, Ossining, New Castle, Croton, Peekskill, Yorktown again, Chappaqua, New Castle again, Mount Kisco, Mahopoc, Carmel, Brewster, Putnam Lake, North Salem, Salem, and finally, Danbury, Conn.

Boomerang — continued

TABLE I

SHAPE:	
Boomerang	90%
Triangle	9%
Other	1%
LIGHTS:	
Blue-green, red, white or amber	85%
Red, blue	5%
White	5%
Not sure	5%
RELATIVE MOTION OF LIGHTS:	
Shifting relative position	
NO	97%
YES	3%
SIZE:	
Over 100 feet	60%
Over 300 feet	35%
Over 900 feet	5%
SOUND:	
Buzzing or humming	65%
No sound	30%
Don't remember	5%
DURATION OF SIGHTING:	
10-20 minutes	95%
Less than 10 minutes	5%
MOTION:	
Smooth and straight	60%
Right angle turns, sudden stops	40%
HOVERING:	
Yes	80%
No	20%
SPEED:	
Very slow	90%
Very fast	5%
Slow, then fast	5%
DISTANCE FROM OBSERVERS:	
Within 500 feet	80%
Over 500 feet	15%
Not sure	5%
MANNER OF DISAPPEARANCE:	
Went below horizon	75%
Blinked out and was gone	20%
Just disappeared	5%
PERSONAL REACTIONS:	
None	85%
Some psychic connection	10%
Not sure	5%
(3% reported animal reactions)	

light in the center casting a beam of white light ahead. The object is first seen hovering over a large lake off Route 6. One observer reports noting a very dark metallic-like gray metal rod or rods connecting the lights.

Near Poughkeepsie, N.Y. 10:45 p.m.: The State Police receive the first of 25 calls within 30 minutes from area residents describing an object similar to that described above. The police did not record calls in their log or take names of callers since they felt people were reporting nothing more than aircraft flying in formation. One State Trooper reports that while on patrol on the Taconic highway near Pleasant Valley (2 miles east of Poughkeepsie) he notes the object heading north at about 40 mph. He follows it for about 10 miles before it turns abruptly to the east, and he loses it as it starts to pick up speed (about 100 mph.).

These are just samples from a host of similar reports. Table I summarizes the three days of reports and reports are still being received (at present writing) and investigated. To date, a roundup of reports reveals the following:

Editorial Comment

This case cries out for a natural solution on the basis of previous experience; UFOs just do not generally appear to hundreds of witnesses in adjacent towns for appreciable lengths of time, and then give "repeat" performances. No suggestions so far put forth, however, meet the *reported* facts. With hundreds of witnesses, largely independent of each other, is seems statistically remote that so many independent witnesses could all have reported essentially the same thing and all be wrong!

Ninety-seven percent of the witnesses stated that the many lights, with which the boomerang shaped object was festooned, did not change their relative distances. This rules out any formation flying by small planes cruising about for a quarter-hour, making right angle turns, hovering for as much as two minutes, flying dangerously close to the ground, and far below stall speed.

A new super-secret military craft? Strange to be testing one in an urban area so close to New York City, and why that particular geographical area on several nights? Why hasn't this craft been seen in

other parts of the country? Usually, new, secret military devices are kept from public view and are demonstrated and maneuvered on restricted military ranges.

Helicopters? It's virtually inconceivable that a formation of helicopters could maintain a rigid formation for 20 minutes and fly that close to the ground making only a faint humming sound. Yet these are the only craft that could hover without crashing.

A blimp like the Goodyear craft? The boomerang shape is hard to reconcile with this idea, and the relatively slow speed of this boomerang craft would be too great for a blimp. It is also highly improbable that a blimp would safely fly so low to the ground.

Apart from these difficulties, we have the testimony of technical personnel well acquainted with aircraft who have reported that they had never seen anything like this reported craft. Finally, the FAA stoutly maintains that there were no normal aircraft aloft in these areas at the times in question.

What then? If any reader knows what this boomerang craft might have been, something which satisfies the conditions of slow speed, hovering, essential noiselessness, low altitude and fixed positions of lights, we should be most pleased to have him solve this mystery for us.

Hynek Seminar

In response to a steady flow of requests for a comprehensive presentation on the current state of UFO phenomena research, two special seminars are being scheduled for presentation in the Chicago area.

These are being arranged as a part of the expanding Associate Education program of the Center for UFO Studies.

The seminars will be prepared and presented by Dr. J. Allen Hynek, Scientific Director of the Center for UFO Studies. The first evening seminar will be presented at the Hyatt Regency O'Hare on Saturday evening, Sept. 17 at 8:00 PM. The second is tentatively scheduled for Saturday evening, Oct. 22 at the Lakeshore Holiday Inn.

Persons in the Chicago area who are interested in participating in either of these meetings are invited to write to Dr. Hynek at P. O. Box 1402, Evanston, IL 60204 for a registration form and further details.

Boomerang Update

by Philip Imbrogno, George Lesnick and Chris Clark

The Boomerang-shaped UFO described in the last issue continues to be a growing mystery. Investigation is in progress by the three authors of the present paper and by an investigative reporter Ed Walzer, of the Reporter Dispatch, Kisco, N.Y., who is conducting a parallel cooperative investigation. Although a part of the mystery has been solved . . . in some cases a group of pilots were apparently deliberately conducting close flight formations in small planes to confuse the issue . . . there is as yet no explanation for the slow moving, silent, and at times hovering "Boomerang." Yet, just because so many people have been witness to this object leads one to think that it would prove to have a natural, explanation as some man-made device. But what? And Who?

In the last issue of this Journal, we were able to give a quick summary of some very spectacular sightings that had been taking place just to the north of New York City and into Connecticut. Investigations have continued and it now seems clear that no one has been able to come up with an explanation for the large, hovering and slow moving boomerang-shaped object which was also reported, generally, as noiseless.

The large amount of local publicity these sightings received caused, as would be expected, many people in the sighting area to go out looking for UFOs and naturally they reported everything from aircraft to the planet Venus. To make things worse, a number of people did see three small aircraft flying in formation from the Stormville Airport in Dutchess County.

On July 14, I staked out the area of

Stormville Airport and verified that some of the reports were the result of these planes flying in formation. Apparently, a number of the pilots and staff connected with the airport were deliberately doing a little leg-pulling, and my appearance for several hours at the airport didn't please them too much. I knew then that part of the mystery was solved, but this formation flying cannot explain the bulk of the March reports described in the last issue. This will be clear from the results of our continuing investigation. [Ed. note: There is so much material now available that we cannot publish it all at once. We will have to use the "continued in our next" technique reminiscent of the old mystery thriller magazines!]

Our investigations have revealed that the boomerang UFO may have made its first appearance as far back as 1980. At this time witnesses reported a boomerang or chevron shaped object moving slowly and hovering at low altitudes. Witnesses were few and the sightings were restricted to the back country of Westchester and Putnam counties. The object was never reported on successive nights and there were no collaborating witnesses.

It was not until February, 1983, that the object made its first grand entrance, so to speak. The first well documented encounter with this object occurred on Feb. 26 at Lake Carmel, N.Y.

Monique O'Driscoll and her 17-year old daughter, also named Monique, were driving home from her mother's house at about 8:30 p.m. The night was clear and very cold. Mrs. O'Driscoll's daughter was staring out the window when she noticed a large group of multi-colored lights

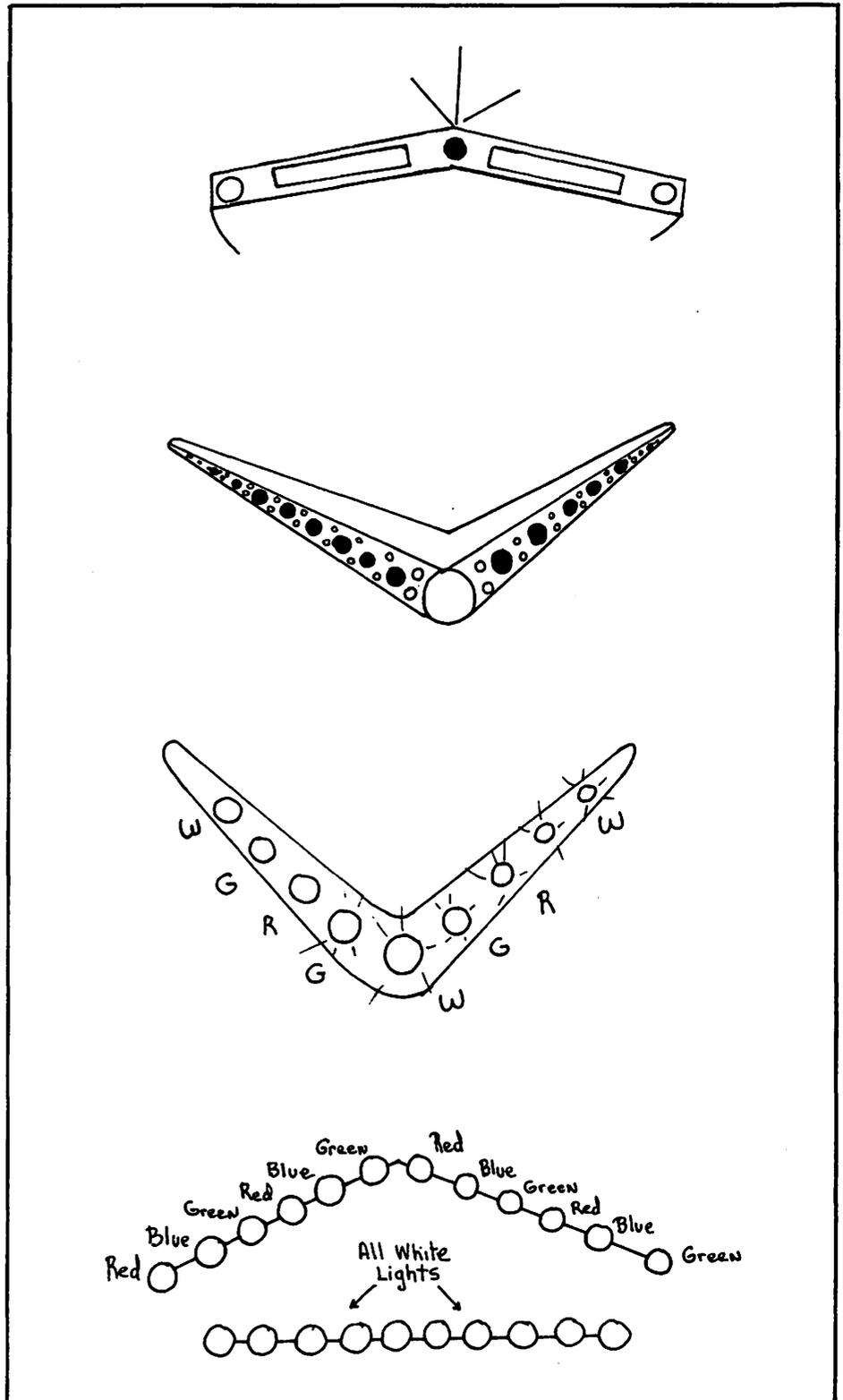
coming up over over a hill. They both watched as a large boomerang-shaped object with rows of red, blue and yellow lights topped the hill and headed south at tree top level. They followed the object for about a mile. It was off to the left about 200 yards away and only about 70 feet in the air. The younger Monique then said that it must be headed for White Pond. They lost sight of the object because of the trees, but headed for the pond. On the way, Mrs. O'Driscoll wondered what they might find. There was no one else on the road and the area was quite isolated. Sure enough, they saw the object again and Mrs. O'Driscoll parked her car. It was hovering over the pond less than 200 feet from the shore and no more than 50 feet in the air. "The lights were unbelievable and you could see them reflected in the ice on the pond. The back of the object seemed to be facing us." Mrs. O'Driscoll then got out of her car and started walking toward the lake, while her daughter screamed for her mother to come back. The object then slowly turned to face them. Blue, amber white and red lights numbering about 20 in all began flashing in sequence from left to right across the wings of this unknown object. The object then glided silently towards them. This silence, they told me, was the strangest part of all.

Monique continued yelling for her mother to get back in the car. Mrs. O'Driscoll called back that she was coming. She also told her daughter not to turn off the engine, since she was afraid that it wouldn't start again. The object was still moving slowly towards them. It then banked to the west and floated slowly away in that direction.

Mrs. O'Driscoll jumped back into the car and got on her CB radio, trying to call for someone else to see this thing. All she got was static. She then looked up and saw the object heading for Gypsy Trails Road. She stepped on the gas, determined to see the object once again. She had read about UFOs and knew that this was a once-in-a-lifetime experience. She caught up with the object half a mile from the pond over a field. It was hovering 30 feet above a field. She got out of her car and walked toward the object until she was almost underneath it. Looking up, Mrs. O'Driscoll saw one large, massive, solid metal object. It was grey in color with long tubular metal areas and heavy-duty grill work. She also saw what appeared to be circular mechanisms attached to the grill network.

She then ran back to her car as the object moved slowly towards the pond area. As she followed (her car speed was 25 mph), the object which was no more than 300 yards ahead, suddenly blinked out. "All the lights just went out and I could not see it anymore", said Mrs. O'Driscoll. The object was gone. According to both mother and daughter, there was no way that it could have moved out of their sight. The object just vanished. A Mrs. Rita Rivera also saw the object at the pond, but was farther down the road. She verified Mrs. O'Driscoll's story. According to my calculations, the object they saw was about 150 feet from wing-tip to wing-tip.

As far as we know, the object was not sighted again until March 17th. On this date, between the hours of 7 and 10 p.m. EST, it was seen by hundreds of people in the northeastern section of Putnam County moving slowly and hovering over Interstate 84, in the Brewster, N.Y. area. Traffic jams resulted on this and other major highways in the area. This generated hundreds of UFO reports to the police in the area. Although there were quite a few reports on this date, the most incredible sighting comes from Dennis Sant of Brewster, N.Y. Mr. Sant is in his mid-thirties. He is a Putnam County clerk and lives in the area of Brewster road with his two children ages 6 and 9.



In drawings, top to bottom, are boomerang-shaped UFOs seen in Shrub Oak, N.Y.; by Monique O'Driscoll in Lake Carmel, N.Y.; and in Ossining, N.Y., and New Fairfield, Conn.

The sighting was at about 8:30 p.m. It was a night the entire family will remember for quite awhile.

He and his family were coming home from church on March 17th. As they turned down their road, they could see from their van an object hovering close to their home. It was in the northwest and about 160 feet in the air. The object was very large with multi-colored lights, "like a city in the sky." As they got closer to their home, they lost sight of the object behind some trees. When they emerged from the obstructed area, the object was gone. Sant thought, "Given the time behind the trees and the size of the object, it should still have been visible. It should still have been there, but the object was gone." They reached their home and went inside, thinking the incident was over.

Sant was in his home less than a minute when he felt a pressure in his stomach similar to the sensation of riding in a fast elevator. He then had an impulse to go outside. As he walked out his front door, which is very close to I-84 and looks in that direction, he saw a large boomerang-shaped object hovering silently over the highway. The object had red, white, green and blue lights on its wings with a large white or amber light in the middle.

He noticed that most of the traffic had stopped. People were getting out of their cars and looking at the strange object. After watching it for about a minute, he wished he could get a better look. As soon as he finished thinking this, the object made a sharp turn and headed directly for his home. The object slowly lost altitude and hovered about 30 feet from him. At this moment, the object was no more than 100 feet in the air.

Using a telephone pole as a reference point, Sant estimated that the object was about 80 feet high and over 200 feet from wing-tip to wing-tip. Sant said, "It was so large it just covered the sky in front of me."

The object hovered for about a minute, then started slowly drifting towards Sant's back yard. He ran toward

the object. It was moving so slowly that he was able to jog underneath it as it headed for his back yard, which is several acres large. The object at this time was just above the trees, no more than 70 feet in the air, and he looked straight up at it. He saw a dark, grey metallic structure, but the lights were so bright that he could not get a good look at it.

When the object reached the center of his yard it stopped, and Sant backed away from under. He said, "I thought it was getting ready to land." As he moved back towards his home, he noticed his children and father (who lives with him) looking at the entire spectacle. Then, looking back over his shoulder at the object, he saw it shoot down a brilliant beam of light that illuminated the entire ground underneath it. His children started screaming, "Daddy, come back." Sant headed toward the back door, still looking at the object and the brilliant beam of light that seemed to come from underneath the object. The beam lasted about fifteen to thirty seconds in all; then it went out. The object then headed slowly towards the north, now making a very faint humming sound.

The story was corroborated by Sant's family and several neighbors who witnessed his incredible encounter. Also, it must be noted that reports were received by people driving on I-84. During this time hundreds of more sightings were reported to police from residents in Carmel, Brewster, Mahopac, Kent, and Pawling, N.Y., in Putnam County. Sightings also came to my attention later in Fairfield County which is about ten miles east of Brewster.

Also on March 17 at about 7:30 p.m., Joan Lindauver, a secretary at GTE Inc., White Plains, N.Y. left work after a late corporate meeting. Driving north on Route 120, she noticed a brilliant object with rows of white lights off to her left pacing her car. She thought at first that it was a plane coming in for a landing at Westchester county airport, which is close by. The object was keeping pace with her car and she realized that it was

no plane. The object seem to be gliding noiselessly just above the trees. She became frightened since the road was dark and her car was the only one on the road at the time. When she stopped for a red light at the intersection of Routes 100 and 120 in Millwood, (Westchester County) the object moved to the front of her, hovering above the light, just 30 feet from her car and about 50 feet in the air. When the light turned green, she made a left turn and headed to her home in Croton, the object following for about a mile at a much higher altitude. It then made a sharp turn and headed north where it was spotted in Yorktown, N.Y., at about 8:00 p.m.

The story was verified by people who live in the area of Millwood and by workers at a gas station 300 yards from the intersection. Also unknown to Joan was that a fellow worker and friend who lives in the Yorktown area saw the object after it left the Millwood area. Also, many residents between Millwood and Yorktown, at about 8:00 p.m., reported a UFO to the police. Joan described the object as V - or boomerang-shaped object with eight to ten lights on it. She noticed no sound and could make out no details besides the lights, which were very bright. This sighting was about an hour before the Sant sighting in Brewster.

Chris Clark and Phillip Imbrogno drove the route of the sighting area at night. It is a lonely road. The intersection of 120 and 100 in Millwood is populated and the red light there takes 22 seconds, so the object hovered for at least this long.

The next sighting occurred on March 24th between 7 and 11 p.m. This was the night that the greatest number of people saw an unknown, very large, boomerang-shaped object over the major highways in Westchester and Putnam Counties. Reports came in from Upper Westchester to most of Putnam County and north-western Fairfield County. We estimate, according to Police information, that on this date as many as 3,000 people saw the UFO. There are so many well-documented sightings on this date that it would be impossible to cover

them. One account with greatest number of witnesses comes from a small neighborhood in Putnam Valley, N.Y.

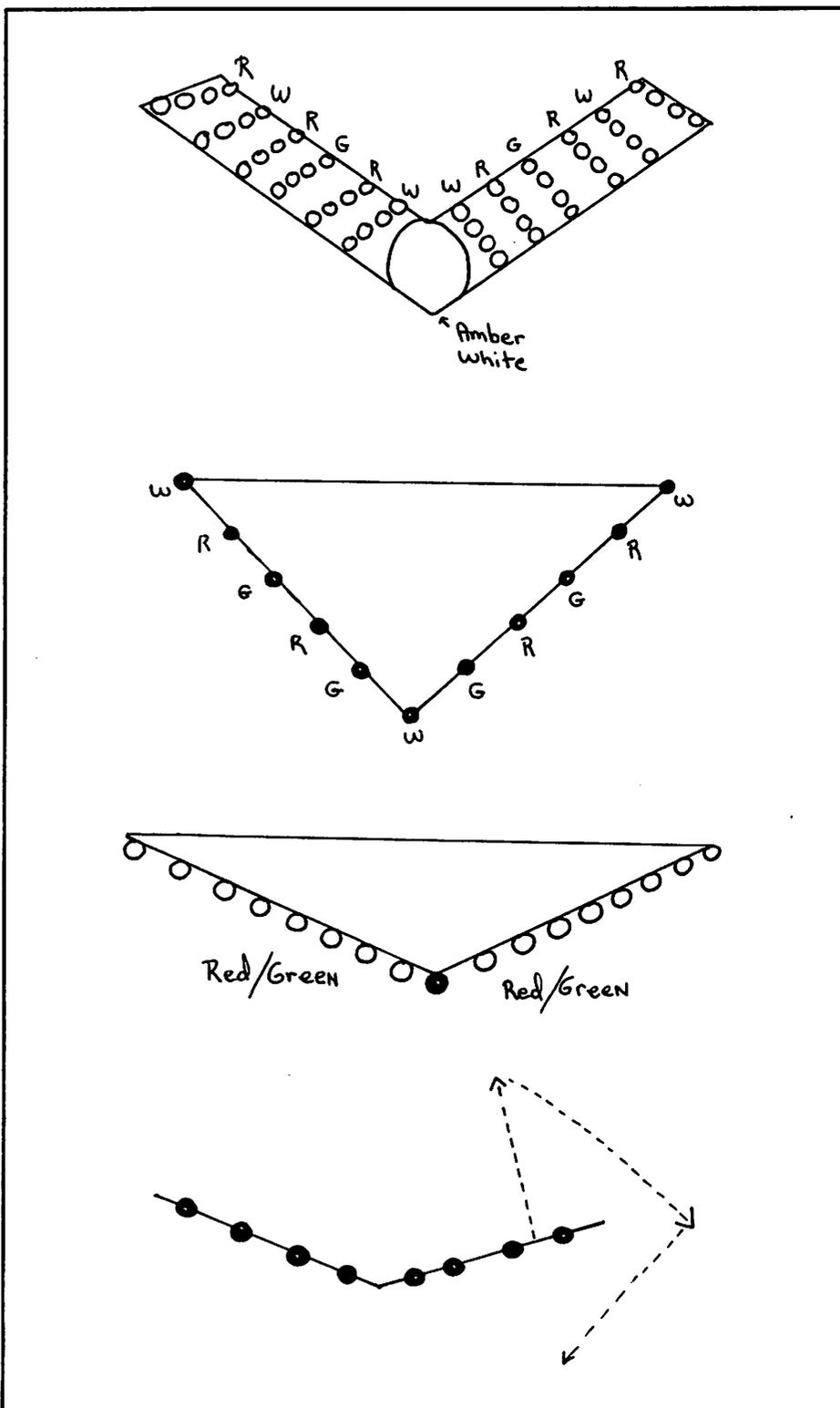
Ruth Reese and her husband James, a police officer, sighted an object heading toward their home from the east. At first, Reese thought it was a low jet, a 747. However, as the object approached, they saw it wasn't a plane, but a V-shaped object with white, red and green lights. As it came even closer, they heard no sound.

They called neighbors and, as the object slowly approached, watched with their son. The object stopped, hovering right above the driveway of their home. The entire neighborhood, which is a circle area, watched from the streets and from their houses. The Reeses' got right under the object, but could only see the lights around some massive dark structure. They estimate the object was about 100 feet in the air and about 120 feet from wing-tip to wing-tip. After hovering 10 minutes, it flew over the entire neighborhood, flashing a bright bluish light from somewhere under the object, similar to a camera flash. It gave the residents the impression that the object was taking pictures or looking for something. The object displayed this behavior for 45 minutes, then slowly left the area.

During the sighting, Mrs. Reese called the local police. She was told no one could be sent since they were all out chasing UFOs and an officer was not available at the time.

About 20 people saw the object with the Reeses. George Lesnick and Philip Imbrogno interviewed 10 of them.

The next series of sightings occurred on March 31, followed by sightings during the first two weeks of April. From mid-April to June 15, no sightings were reported. But, from June 15 until July 15 sightings once again occurred. The latter were proven by us to be nothing more than aircraft in formation. □



Boomerang-shaped UFOs depicted here, top to bottom, were seen by Dennis Sant in Brewster, N.Y.; in Danbury, Conn., and Millwood, N.Y.; and by Ruth and Jim Reese of Putnam, N.Y.

Boomerang Saga Continues

by Philip J. Imbrogno and Chris Clark

(Ed. note: The ongoing investigation of the very mysterious "Boomerang of Lights" that mystified hundreds of people in southern New York on March 24, 1983, was described in the July-August and September-October, 1983, issues of the REPORTER. That investigation has continued; a formidable number of man-hours have now been spent by Imbrogno and his team colleagues, Chris Clark and Police Lieutenant George Lesnick. I have spent two weekends in the area for on-site, face-to-face interviews with key witnesses, plus many hours on the phone. We all remain mystified.)

That is not to say that explanations haven't been offered. One in particular, and really the only seemingly tenable one, is that all of the numerous witnesses were hoodwinked and bamboozled by a formation of low-flying, light aircraft. In the two articles which follow, Imbrogno first discusses why he and his colleagues feel the

"plane formation" theory is completely untenable. Then Chris Clark tells of his investigation of one of the many sightings on that night. It is given here because it is representative of those sightings, differing only in details from the many others.)

Almost a year has passed since the mysterious boomerang-shaped UFO flew over the Westchester and Putnam counties in southern New York. Much information and documentation has been obtained since then through the efforts of the writers and our colleague, George Lesnick. Although the sightings actually cover a period of three months in all, we decided to concentrate on the sightings of March 24 since that evening had the most reports and the best witnesses. We are, however,

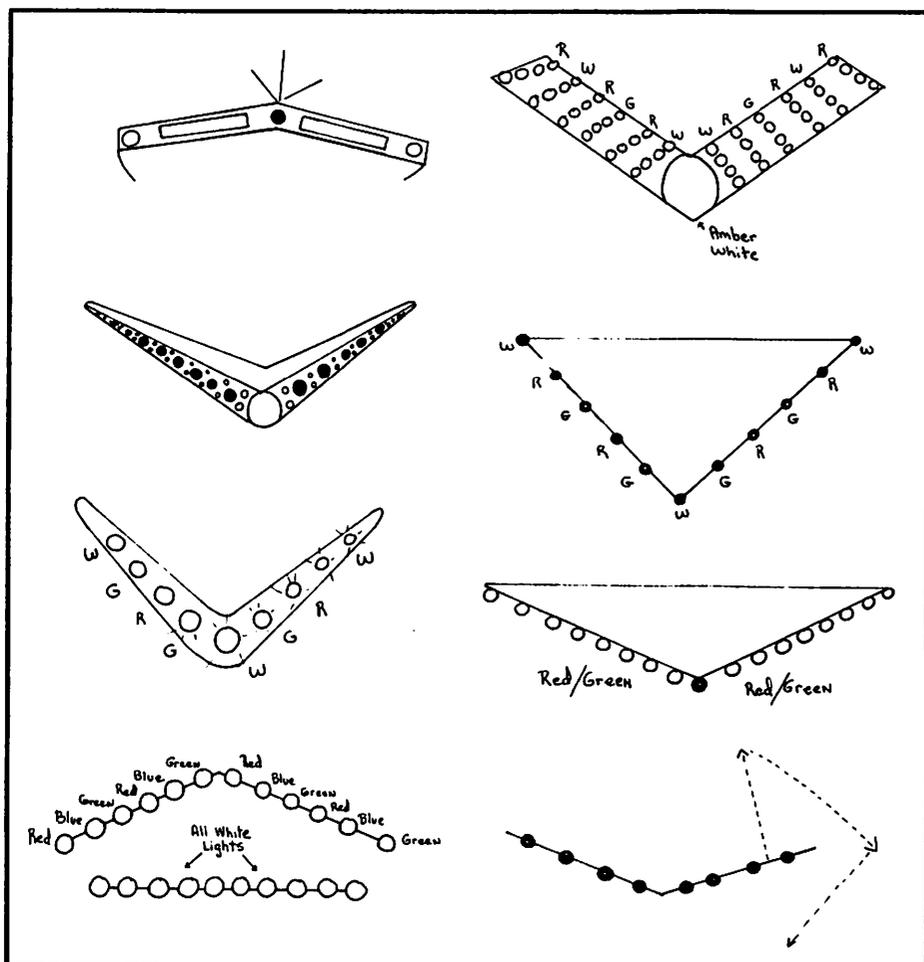
collecting some accounts from other days, those that were of well-observed events at close range and by responsible persons.

The object, whatever it was, still remains an unknown, but a great controversy has arisen (as with many UFO sightings). The theory advanced by law enforcement agencies in the area is that the lights were nothing more than a number of planes flying in a tight military formation. This theory has never been confirmed, and we can now demonstrate that it is next to impossible.

Apparently the sole origin of this explanation was dispatcher William Wolf, of the Yorktown police. On March 24 at 8:45 p.m., Wolf saw a formation of lights pass near the Yorktown police station. Here are segments taken from his statement included in a two-page police report:

"While on the desk relief I was told by Officer Soravilla that he saw a strange formation of red, green and yellow lights. The time was 8:45 p.m., and at this time I started to receive numerous calls from residents reporting a UFO flying very low and very slow. At this time, I went outside of headquarters and saw a formation of red, green and white lights that were approaching. As this formation came closer they all turned at once and it was apparent to me that they were five planes in formation."

We had a number of conversations with Officer Wolf shortly after the sightings. After much questioning, he stated that he assumed they were aircraft. He could not understand how they kept such a tight formation, especially when they made the turn. He thought that they might be military pilots, flying aircraft with a special type of muffler system to mask the engine noise. When the lights passed over his headquarters, he heard much less sound than he should have heard. Also, when the lights crossed in front of the moon, he could easily make out some type of structure which he thought looked like aircraft. (Given the speed of an aircraft and 1/2-degree angular diameter of the moon, he couldn't have identified any aircraft structure. At best, he would see a very dark outline which would pass his line of vision much too quickly to make a positive identification.)



So, as reports came in, Wolf told the callers that all they had seen were aircraft in formation flying from Stormville airport and knew it harbored many small planes. Once again, he *assumed* that is where they must be from. He also stated that he had talked with John Tower, supervisor of the Westchester County airport, who told him they had identified the lights as aircraft. Tower told me that they had no knowledge of what caused the UFO sightings.

It would appear that Officer Wolf is the sole source of the aircraft explanation (although others quickly adopted it). Since he is an officer of the law, many people and agencies (including other police stations in the area) took his word.

We learned that the Yorktown, Ossining, Putnam Valley, and Brewster police departments, as well as the New York State Police, each received no less than 50 reports that evening, so many that it was impossible to log each separately and caused worry lest the jamming of the phones with UFO calls might prevent regular police calls from coming through.

There were many variations on the "planes in formation" theme proposed. One of the first came from the State Police in Putnam County, New York, who said the sightings were caused by ultralight aircraft flying in formation from Stormville. Let us examine this particular idea:

An "ultralight" is nothing more than a hanglider with a motor and a seat. Ultralight flights are illegal after dark (the sightings were made between 8 and 10 p.m.). According to ultralight pilots and experts with whom I've talked, anyone flying them in formation at night and that low over a populated area would be insane. Ultralights are very unstable craft and the slightest amount of turbulence will cause swaying and make them very hard to control. How, then, could five of them stay in perfect formation? Also, ultralights cannot carry much weight and are just able to become airborne with a heavy man aboard. Furthermore, the UFO sported many lights of high intensity, which would make an ultralight too heavy to get off the ground. I was able to explain this in a local newspaper and, shortly thereafter, the ultralight theory was dropped, although not forgotten.

The origin of the flights was now changed; it became a formation of planes from Stewart Army Base, in Dutchess County, north of Stormville airport. Some

It may be many things, but the Boomerang is not planes flying in formation from Stormville airport.

unremembered persons told the Brewster and Carmel police that the lights were military planes being transferred to a base in New Jersey. It was said that the pilots were probably inexperienced in night flying and were following the Taconic Parkway (which runs north-south) so they wouldn't get lost. Would a flight commander let inexperienced pilots fly at night, in tight formation, over a populated area? Of course not! Also, New Jersey is south of Stewart Army Base, and the lights were seen going northward.

I called Stewart Army Airbase. Sergeant Fields, the Non-Commissioned Officer in charge of flight operations, almost laughed when I told him of this theory. There were no aircraft out that night, he said, and, in any case, they don't do formation flying.

With that explanation disposed of, Officer Wolf countered with a statement to the press reiterating his belief that the sighting was caused by planes from Stormville airport, adding that they must be excellent pilots with special training in flying close military formation. The whole thing, he said, was most likely a hoax. The absurdity that pilots with special military training would engage in such a hoax apparently escaped Wolf.

Stormville Airport?

This team of investigators visited Stormville on three different occasions (Ed. note: I was with them on one of the occasions), and each time we could find no evidence that the sightings were caused by aircraft from that airport. We talked with Albert Kruijzinga, manager of the airport, who informed us that no formations that large have taken off from there. He knows

all the pilots who fly out of there and said that they were just as puzzled as we were about the sightings. He also stated that there is *no* Stormville Flying Club; such a club was said to be the culprits behind the UFO.

Radar?

The Westchester County airport, Purchase, New York, is the closest airport equipped with radar. John Tower, airport supervisor, told me no formations of aircraft were spotted that night. One small aircraft was tracked at about 1,500 feet above Yorktown at the time of the sighting. Whatever the UFO might have been, Tower said, it had not been tracked on radar. If, however, the object had stayed well below 1,500 feet altitude, it might well have gone undetected; the lower limit for their radar is 1,000 feet.

When at about 8:45 p.m. the tower began to receive numerous calls from police and residents of the area, it attempted to contact the "lights," on the assumption that they were ordinary aircraft (as identified by Wolf). They received no response, nor were they able to identify the lights as aircraft in formation.

The FAA?

The FAA in Dutchess County had little to add when I talked with several air traffic controllers and Mr. Feder, the Supervisor. They had seen the lights in the distance, but they also could make only visual contact. They assumed they were aircraft, but could not be sure. When I asked, "How do they keep such tight formation, yet go so slowly?" one controller said: "We haven't been able to figure that out, but whoever these guys are, they must be real good." When I asked how they explained the virtual absence of sound, their answer was: "I wonder how they do that!" As long as the lights stayed clear of restricted air space, I was told, they wouldn't do much about it. Their closing statement was, "We are continuing our investigation."

One of the flight operations staff said that they often sit around in the coffee room, talking about the lights, but that no one has come up with an answer.

Witnesses?

Most of the witnesses our team has talked with feel insulted by the aircraft-in-formation theory. Many are professionals (continued on page 6)

Boomerang — continued

with solid backgrounds. If we were dealing with a small number of witnesses with no technical/professional backgrounds, we might write off the entire case. But, we are dealing with a large number of witnesses, many of them with impressive technical/professional background.

One witness, eminently qualified to pass judgement on the airplane theory, is William Hele, chief meteorologist for the National Weather Corporation, located at the Westchester County airport. As an aviation weather expert, he is familiar with all types of aircraft. He rejects the airplane theory completely, as is obvious from this condensed transcript of his own sighting:

"I was driving south on the Taconic highway. As I approached route 134, I noticed a number of lights on the horizon moving very slowly from east to west. Since I am around aircraft quite a bit, anything in the sky that well-lighted aroused my curiosity. At this point, the object began approaching me; I realized that this was not any type of aircraft that I am familiar with. There seemed to be from five to seven lights arranged like a large check mark. As they approached, I heard no sound. I would estimate at this point that their altitude was about 1,000 feet, and making a forty-five degree angle from the horizon. The object then slowed down to a crawl, but was still moving, and the lights started changing all different colors as if a rotating prism was in the lights. No known aircraft has a rotating prism for a light source. At this point, the lights ceased to exist; they faded away quickly to zero lumens. I started scanning the skies, looking for something. I could not even see a dark outline or silhouette of an object against the sky. I suppose 30 or 40 seconds elapsed when all of a sudden... FLASH...the entire string of lights came

on. I was alone on the road at the time and I started to get just plain scared. I would estimate the object was about 1,000 feet directly above me. It subtended an angle so large in the sky that it led me to believe that it was about a quarter of a mile long. If the lights in fact were connected by some type of structure, I could not see it. The object continued to hover for a half-dozen or more seconds and then it began to drift slowly north. Then two young men came running up to me, screaming, 'Mister, do you have a camera!!!' They told me that they had been following the object for some time. The object then slowly drifted toward the horizon and was lost to view."

It is clear that whatever Mr. Hele saw was not any type of conventional aircraft. His testimony is corroborated by that of 30 other witnesses who were independent of each other along a stretch of Taconic Parkway (which runs through the towns of Briarcliff Manor, Ossining, Yorktown, and Millwood, New York). All of these towns are in Westchester county.

Approximately 15 minutes before the Hele sighting, the object (or a similar one) was seen near Stormville airport, the northernmost sighting of March 24th. Three witnesses state that they got to within 200 feet of the object which hovered above their heads for 10 minutes...a really close encounter!

(Ed note: Because of space limitations in this issue and because we await sketches and further details from Imbrogno and Clark, including a five-hour interview, we will continue this Saga in the next issue. This spectacular sighting, referred to in the last paragraph, we wish to examine more closely in its relation to the panoply of other sightings made farther to the south that same evening.) □

Now Available

The JOURNAL OF UFO STUDIES, vol. III
with papers by Johnson, Haines, Finkelstein,
Maccabee, Moravec, Beckjord and Swift

\$7.50 ppd.

The Center for UFO Studies, P.O. Box 1402
Evanston, IL 60204

LETTERS

"A War with the Unknown"

Dear Dr. Hynek:

I am a 37-year old housewife in Rockford, Illinois, who has two children, and I am married to an attorney. I cannot tell you how pleased I was to read the article in the newspaper about your coming to Rockford to talk to the people in Byron who sighted UFOs. If only there was someone like you to talk to years ago when I had an experience! Over the years I have told my "story" to only a few trusted friends (who looked at me like I was crazy) and to my husband who cannot comprehend nor logically deal with what happened to me...The reason I'm writing you is to finally tell this to someone who understands and possibly to shed some light on your research. I hope that others who have remained silent will also contact you.

In 1966, outside of Peoria, Illinois, my boyfriend (who I dated for three years) and I were parked in an isolated area. I had driven there in my car which was a convertible and we were busy kissing when suddenly the brightest light I've ever seen was over some nearby trees. I remember feeling sharp pain in my eyes and my date telling me not to look and to get the "_____ " out of there..

Later, we decided to contact a scientist my date knew at the Argonne National Laboratory, and we went to his office to meet with him. He also had another man in the office who taped our story and who told us that all we had seen was light reflecting off ground fog (it was a clear star-filled sky and warm out...and we were in a very isolated area...no lights to be reflected!) and that the figures we had seen were simply deer. My response to that was that I had never seen deer wearing patches. We were angry at the fact that there was nobody to tell our story to, and we also felt that making any more waves would not only embarrass us but possibly our parents.

My friend and I kept in touch until 1968, when we broke up. We were students at the University. We will never forget what happened, and I've never had any other experience. [See "Out of the Past"].

(continued on page 9)

BOOMERANG!

by Chris Clark

In recent issues we have covered the spectacular New York "Boomerang" episode overall, giving the composite testimony of dozens of witnesses (see IUR Vol. 9, No. 2). Here now is the event viewed through the eyes of a witness who was, at the time, unaware of the existence of the hundreds of other percipients. The witness, Gene Mallon, is a New York State Corrections Officer who "moonlights" on occasion by taking tickets at his father-in-law's ski slope on Mt. Storm; his father-in-law also operates a restaurant there. On this occasion, Mallon had been visiting his father-in-law and was leaving when... now let Chris Clark, who with Philip Imbrogno interviewed Mallon, take up the story.

TYPE: CE-1
DATE: March 24, 1983
TIME: 8:30 p.m.
DURATION: 20 minutes
WITNESSES: 4
PLACE: Stormville, New York

Mallon, a level-headed family man, was at first reluctant to report his sighting. He felt that people would think him crazy or that he might be hounded by investigators and authorities. He only decided to come forward after reading numerous newspaper and magazine accounts of similar sightings which had taken place at about the same time. He said he wanted to get the experience "off his chest."

Once he began telling his story to the investigators, it became clear that he was relating a Close Encounter that had left him awe-struck, bewildered, and very nervous.

He had left his father-in-law's place of business, driving his Jeep and accompanied by two of his neighbor's children, Tom, 16, and Marybeth, 14. "Very low lights, approximately 200 to 300 feet above my head" immediately caught his attention. His first impression was that his father-in-law, unknown to him, had installed new lights on the sign at the driveway entrance to the ski slope. But he wondered at their height; the lights already on the sign were only ten or fifteen feet above the ground.

He quickly abandoned that idea. These lights, brighter than car headlights, were all white for a period of time, then flashed in different colors. This stopped him in his tracks. He got out of the Jeep, now only some 30 to 50 feet from the main road and the entrance to the driveway, and looked up. "I've never seen anything like this before. There was this object hovering right over my head." It was noiseless, he reported.

"I could see this thing, whatever it was. It appeared to be metal. The whole thing was circular, and it just sat there. It was all like just flashes beneath it." Mallon had difficulty articulating his experience because he had never before experienced anything as strange as this.

He told us that when he first spotted the lights from his Jeep they appeared to be in the shape of "a half-moon, or a V," but when he got under it "the whole thing was circular, one solid piece." It apparently was not solid, since he observed "something moving inside the thing. I could see moving parts, or something."

He called Tom out from the Jeep to look, but Marybeth wouldn't get out. She was screaming and shortly became semi-hysterical. Despite her distress, he continued to watch, fascinated. The lights ("a whole bunch, many more than 20 or 30") outlined the entire object, making the edges look bright and the center very dark. The lights did not reflect off the object, which Mallon called "enormous." "If the lights hadn't been there, I couldn't have seen a thing... there was no reflection," he said.

Mallon watched the hovering object from directly underneath for ten minutes. (Editor's note: This must certainly be regarded as highly subjective; under traumatic conditions, estimates of time can be highly distorted.) He said the object was very quiet: "Maybe there was a hum or something, but I'm not sure. There was nothing like an engine." It remained 200 to 300 feet overhead, about 100 to 150 feet above the telephone poles at the end of the driveway, which he used for reference.

Mallon then responded to the girl's crying. He backed his Jeep some 400 feet to the restaurant and called his father-in-law out from the kitchen in time for him to see the object moving slowly toward the Taconic Parkway. "My God! It's awfully large," said the father-in-law, "and it's not making any noise." He couldn't believe the size of it, Mallon added. The object now appeared as a V-shape of lights, a boomerang, and had appeared circular only when viewed from directly beneath.

Mallon picked up the children's parents and they all tried to catch up with the object, now still V-shaped, but it was off in the distance. "I went down Holzman Mt. Road, down Rt. 52, then got onto Rt. 84 heading towards Newburgh. The time was then about 9:15 to 9:30," he said. The object disappeared from Mallon's sight going west over I-84.

"I can't compare it to anything I've ever seen in the sky before," Mallon told us. He reported no adverse physical effects, (except for goosebumps), no unusual animal behavior, no electrical disturbances to his vehicle, and no loss of time.

While at the sighting location, Mallon recreated his sighting for us as best he could. He opened his arms to more than shoulder width to describe the apparent size of the object. Rough calculations indicate the length to have been about 150 to 200 feet. The height above the ground was about 200 to 300 feet.

It was learned later that people at the ski-slope parking lot and at the restaurant also saw the object, watching it at the same time Mallon stood under it. They did not see him observing it, however, as he would have been obscured from their vision.

(Editor's note: Readers will note that the Mallon sighting corresponds quite well to the composite sighting of the event of that March 24th night, described in previous issues. We learn that Philip Imbrogno and Chris Clark plan a book about this historic sighting based on interviews with about 100 witnesses.) □

by Philip J. Imborgno

After the March 24, 1983, flap we thought we had seen the last of the mysterious visitor reported in the skies over southern New York and southwestern Connecticut. Thus I was surprised when on June 14, 1984, I received a call from Peter Gersten, of Peekskill, N.Y., reporting new multiple sightings by independent witnesses. What they reported, once again, was a large V-shaped formation of up to 20 multicolored lights.

These sightings occurred between the end of May and about June 25, with the bulk on May 31, June 11 and June 14. Mr. Gersten and I together searched for witnesses and between the two of us received well over 90 reports.

The majority of the sightings came from the middle of Westchester county, but some also came from Fishkill, N.Y., in Putnam county. They described a large formation of lights, flashing from red to white to blue to green, with a dark mass behind the lights. The formation was reported to hover and to make either no sound or, at times, a faint, low-pitched hum. The lights were always in a V-formation, with the distance between the lights remaining constant even as the object turned. The sightings demanded investigation, particularly because of their similarity to those of 1983. So with the help of field investigators Chris Clark and George Lesnick, an investigation was begun. This time we had the assistance of MUFON member Lee O'Conner, of Danbury, Conn.

On May 31, 25 witnesses contacted us from the towns of Yorktown, Hawthorne, Bedford and Peekskill and an additional 10 excellent sighting reports came from Fishkill. Space will permit us to focus only on several accounts from first-rate witnesses.

May 31, 1984, 8:15 P.M.

John Burdett, a corporate executive for IBM with a B.S. in computer science, and his family were out on their deck, which overlooks the northern section of the sky in Hawthorne. Looking northward, they noticed approaching them a bright string of white lights, low on the horizon. At first they thought it was a large jet, perhaps a 747, in trouble.

The object continued its approach. It was a V-shaped formation of white lights, 15 in all. The Burdetts watched it as it slowly moved toward their house. The formation of lights passed directly overhead. Burdett heard no sound whatever, but his daughter detected a faint humming sound. He called for Mrs. Burdett, who told me later, "He was shouting for me to come out in such an excited manner that I thought the house was on fire." As the object (or lights) crossed to the southern side of the house, Burdett said, it stopped, with all lights changing simultaneously to blue.

Soon the lights changed to all white as they hovered about 40 degrees above the southern horizon. Now the lights made a very tight 180-degree turn until the apex of the V was once again facing north. Now it moved slowly back toward the Burdetts' home, veering to the northwest so that when it passed their home it was about 60 degrees above the horizon.

More Nocturnal Lights

All witnesses reported some type of dark mass behind the lights. The diagrams they drew were quite similar. The Burdett sighting lasted about 10 minutes. The object's apparent size at its highest point in the sky was about eight inches at arm's length.

The police department in Mount Pleasant, located a quarter-mile south of the Burdett home, logged 10 calls about the UFO from area residents. The object was also seen by a close neighbor of the Burdetts, but he has requested anonymity.

8:30 P.M.

As the formation of lights headed north, it was reported from Pleasantville

and from along the Taconic highway. Mrs. Conway, of Thomwood, claimed that the object paced her car near route 117. "The lights were in a V-shaped pattern," she said. "It followed alongside the car for several minutes and even when I slowed down to 15 miles per hour, the object kept pace with the car all the time."

Mrs. Conway said the lights then faded out for several seconds but when they came back on, all were red. The formation then picked up speed and was soon lost to the north. By this time, Mrs. Conway stated, several cars had pulled off to the side of the road, with their occupants standing outside looking at the UFO pass by. According

(continued on page 8)

UFO SPECTACULAR CONTINUES

When, among hundreds of witnesses, are included IBM executives, M.D.s, CPAs, a top meteorologist, a priest, pilots, air traffic controllers, a biochemist, an electrical engineer, college professors, police officers, secretaries, a Navy flight instructor and many other professional people — and when their testimony about a given set of UFO sightings turns out to be remarkably similar — surely even hardened skeptics must take heed when no sensible explanation for these sightings presents itself. But even they have been silent and have yet to come up with a suggested solution, let alone a viable and testable theory.

We are referring, of course, to the New York-Connecticut "boomerang" sightings of 1983 and 1984. These have been unique in that there have been far more witnesses to them than to virtually any other UFO sighting on record, they have occurred over a relatively wide area (most sightings are confined to a highly circumscribed area), and they have been recurrent over a period of many weeks in each of two years. Usually, repetitive sightings

witnessed by large numbers of people have had easily explainable causes: meteors, balloons, satellite re-entries and so on. But so far no satisfactory conventional explanation has been found. Nor is it likely to be if the host of responsible witnesses are to be believed.

On Aug. 25, 1984, a public forum organized by Peter Gersten, prime protagonist in the Citizens Against UFO Secrecy (CAUS) movement, was held in Brewster, N.Y. It was a highly successful 12-hour-long meeting, attended by some 1,200 people, about 800 of whom had been witnesses to the sightings. A notable feature was the large number of representatives of the press and other media: the New York Times, the Chicago Tribune and the Hartford Courant were among those represented and the television and radio coverage was excellent. The importance of the above is not in the numbers but in the quality of the media represented, a heartening change!

The full story has not yet been told. It

is a continuing drama. But if it should prove to have a natural explanation, we can be sure it will in itself be spectacular. Unless we impugn the sanity of the many independent witnesses, planes, blimps, atmospheric or astronomical phenomena and hallucinations have been ruled out. With respect to the last, unless one can show (and one means SHOW) just how several highly responsible, technically trained, articulate individuals, unknown to each other and geographically separated, can hallucinate in unison and in detail, this often proposed "explanation" is untenable.

One of the most dedicated investigators of this series of sightings has been Philip Imbrogno, a science teacher and writer on astronomical topics from Greenwich, Conn., and a long-time associate of CUFOS. He has brought together, for the record, some of the highlights of both the 1983 and 1984 sightings, and we are pleased to present both of his papers in the following pages. They deserve careful reading. □

More Nocturnal Lights — cont.

to Mrs. Conway, a clerk at a clothing store in Chappaqua, the sighting occurred over a five-minute period. She estimated the size of the object that carried the lights to be that of a football field or greater.

8:45 P.M.

At this time the Yorktown police received about 10 UFO reports. The witnesses were informed that they had seen ultralight aircraft in formation! David Boyd, an engineer and a private pilot, was driving in Yorktown near route 35 when he saw a V formation of 10 red lights moving northward. When the object turned to the west, all the lights turned with it.

At 8:45, as soon as Boyd arrived at his Yorktown residence, he called the police. When the sergeant on duty told him he had seen ultralights, he tried to explain to the officer that as a pilot with many hours in the air he was certain that these were *not* ultralight aircraft in formation. His words, however, fell on deaf ears, and the officer quickly terminated the conversation.

9:00 P.M.

Reports of the UFO now came from the Fishkill area of Putnam county, about 10 miles north of Yorktown. Here, once again, a large V-shaped formation of lights was seen with some dark mass behind the lights. The object was reported to hover and change the color of its lights all at once to either red, blue or green and white.

June 11, 1984: 9:30 P.M.

Between 9:30 and 10 P.M. numerous reports came from the mid-Westchester area. The majority were from the Mount Kisco, Bedford and New Castle area. I learned later that a number of police officers and the entire board of the New Castle town government saw the UFO as it passed directly over the town hall and police headquarters.

I contacted the lieutenant on duty. He said that the lieutenant who had been on duty that night, Herbert Peterson, and Desk Sgt. Lowry also saw it. I made arrangements to interview them at police headquarters on June 15.

Lt. Peterson and Sgt. George Lowry proved cooperative. They not only let me talk with some of the officers who had seen the UFO but also gave me copies of their police reports concerning the UFO. Most important, however, they let me listen to the police tapes of that night when residents were calling in to report the UFO. I also heard taped records of several officers who saw the lights while on patrol that night.

At about 9:30 P.M. the New Castle police began getting calls from many local residents who described a formation of brilliant white lights in a V-like formation flying slowly at low altitude. Sgt. Lowry was on desk duty when the calls started lighting up his switchboard.

At 9:35 Officer George Walsh radioed headquarters that he had seen a large object with rows of lights approach from the south and hover over an area not far from his patrol car. The object, he said, had started to move toward the town and he would follow it. He called for another officer to assist him and also verify the UFO's presence. The second officer reported a V-shaped formation of about 10 lights, moving very slowly toward police headquarters.

The two followed the object to almost the center of town. Suddenly the lights turned sharply northward and began to move away—but then they again made a sharp turn, turning as if rigidly connected, and once again headed toward the center of town. Since it was evident that the lights were going to pass right over the police station, one of the officers shouted over his radio to Sgt. Lowry, "George, come outside!" Peterson also came out of his office "to see what the hell was going on." He and Sgt. Lowry observed the formation of lights approaching from the north.

As Peterson watched the object, Lowry went into the nearby town hall meeting and announced that a UFO was passing overhead.

Peterson, now alone, continued to watch the object's approach. He saw a V-shaped formation of very bright white lights moving slowly and silently. The object (or lights) then flew directly overhead. "It was as if it was gliding over," Peterson told me. At that point Lowry came running out with

members of the town's local government. The witnesses saw the UFO veer slightly to the west and the lights fade slowly until they were gone.

Lowry and Peterson agree this was one solid object. Both the officers who had followed the object into town stated that at times it would stop and hover "as if it was waiting for us to catch up," as one put it.

Peterson ran inside to call the tower at Westchester county airport. The transcript of his conversation follows:

Peterson: This is Lt. Peterson from the New Castle police. Do you have any aircraft in our area?

Tower: You mean the lights... People have been calling reporting lights.

Peterson: Well, we got a load of reports from residents in the area and several of our officers saw it also. The people are getting somewhat upset about it and I don't know what to tell them.

Tower: Don't worry about it. They are most likely planes.

Peterson: What was seen was not planes.

Tower: Just tell the people they saw planes.

Peterson: Did you spot anything on radar?

Tower: Yes, We had something but it turned away and we lost it.

Peterson: What was it? The people around here are seeing something!

Tower: It's planes. That's what I was told. Anyway, there's not anything that we can do anyway.

Still in an excited state about his sighting, Peterson neglected to ask the name of the person with whom he was speaking. Later, when I contacted the supervisor at Westchester airport, he denied the conversation had ever taken place. When I mentioned the tapes, I was told that perhaps Lt. Peterson was talking not with the tower but with the flight operations office. I found out that the flight operations office closed at 9:00 P.M., and Peterson had called after 9:30. I have been unable to secure further

Westchester Boomerang: March 24, 1983

This is the last of a series of articles on the boomerang UFO sightings. This article covers sightings which occurred on the Taconic highway in Westchester county, N.Y. The sightings have yet to be explained.

It's hard to imagine an object the size of a football field or larger flying over a heavily populated area. The object reportedly hovered, disappeared and reappeared and sometimes cast brilliant beams of light on hundreds of witnesses below. It all sounds so much like a science-fiction movie that if I had not been involved in the investigations, I would have had a hard time believing the reports myself.

by Philip J. Imbrogno

I shall cover the area in which the majority of sightings occurred on March 24, 1983. This area, 14 miles long and two miles wide, begins just south of Millwood, N.Y., and moves north to Yorktown. I have divided the area into six positions or sections. See map on page 10.

Position 1: 8:30-8:40 P.M.

At about 8:30 David Scarpino, an accountant in his 30s, was walking his dog

near a small reservoir in Ossining, N.Y. Turning around, he saw a large V-formation of 12 lights hovering silently above a tree a short distance from him.

The lights all started to turn at once, as if rotating on a wheel, and then moved in an easterly direction. Scarpino noticed a faint blue light just above the white lights. The object moved to a position on the other side of the water at a height he estimated to be more than several hundred feet above tree-top level. Shortly after the object reached the other side, it hovered

(continued on page 10)

information. The supervisor who promised to find out who was working that night did not get back to me. When I called the tower a few days later, I was told that no one knew anything about the taped conversation. It was even suggested that perhaps the lieutenant had called the wrong number and someone had played a joke on him!

I checked the number that Lt. Peterson called and it was in fact the number I also have for the Westchester county airport air traffic control tower.

Between 9:30 and 10:30 P.M. on June 11, reports of the lights also came from the Fishkill area. Local police and state police report that they received "numerous" reports of a large UFO. When I asked just how many calls, the state police said, "Too many."

June 14, 1984: 8:30 P.M.

Once again numerous sightings were being reported to me and to the police at Peekskill. Sightings also came from Croton, Putnam Valley and Yorktown, all neighboring towns. Again the reports were of a large formation of up to 20 lights in a V-formation. At times the lights were described as all white and at other times as blue and red.

At 8:30 P.M. the Peekskill police were sent to investigate sightings of a large formation of 10 white lights hovering over the northern section of town. For two minutes the officers observed the lights, after which the lights "drifted" to the north. Both offi-

cers heard a faint, low-pitched humming sound. At no time were the officers — or the 25 residents with whom I spoke — able to identify the lights.

One report, from a 33-year-old construction engineer, Norman Morissey, stands out from the rest because it appears that this witness got the best look at the UFO.

On his way from his house to his car Morissey spotted nine lights in a V-formation approaching slowly from the northwest. Although he first took it to be a large jet in trouble, he soon realized that this was some type of triangular craft surrounded by brilliant white lights. He heard no sound as the object passed overhead, but close observation revealed a dark greyish, solid material, apparently quite massive, connecting the lights in a triangular formation.

He likened the structure to steel girders on the frame of a building under construction. He thought that the object was at least 100 feet from end to end; but the lights were so bright that they obscured the object behind them. He estimated the UFO to have been at least as large as both his hands spread out from thumb to thumb at arm's length. Shortly thereafter he lost sight of the object when it turned toward the west. His sighting had lasted less than 10 minutes.

The object was reported by several other local people, but only Morissey observed any type of structure — perhaps because the object flew directly over his head.

The sightings again made headlines in the local papers and as before, in the following days people told of seeing formations of planes in an "X" and "cross" formation. The UFO witnesses who saw these planes could hear engine sounds. They emphatically insisted that the UFO lights and the plane lights were entirely different; the planes could easily be identified as what they were. Nonetheless the authorities again wrote off the sightings as having been caused by planes in formation, much to the anger of those who had seen the UFO. Since then many have signed statements attesting that what they saw were not conventional aircraft.

We do know that the planes are up there. Now they seem to have been joined by helicopters which have also been seen flying in close formation. We are now tracking down the aircraft and will soon find out who is piloting them and where they are from. Inside information tells us that at least two of these planes come from the Stormville airport. I must mention that they are *not* the same group of fliers who tried to simulate the UFO of March 24, 1983. The pilots now seem to be highly trained and to put in their appearance often as early as four hours after the UFO is seen.

Our investigation continues. □

The Hudson Valley Sightings: A Reply to Dick Ruhl and APRO

In a recent issue of the *APRO Bulletin* (Vol. 32, No. 6) Dick Ruhl and his associates claim they have solved the so-called Hudson Valley Boomerang sightings, which they believe to have been caused by small planes flying in formation.

Over the course of more than two years, after interviews with dozens of technically-qualified witnesses to the sightings (and many more dozens of ordinary but solid citizens), my colleagues and I have come to quite the opposite conclusion, even though we have been aware from the beginning (as I have pointed out in recent *IUR* articles) that, on occasion, some witnesses have mistaken small planes flying in loose formation for UFOs.

We have on record 15 good witnesses who not only saw the planes flying in formation but, on another evening, saw the UFO. All maintained that the planes were easily identified as such but that the UFO was something they had never before seen. Other witnesses saw only the UFO but are emphatic that they were not seeing small planes flying in formation. One of these is Airport Meteorologist Bill Hele who on March 24, 1983, reportedly stood directly under the UFO and, despite his many years' experience with planes, especially small planes, could not identify what he saw as small planes in formation.

by Philip J. Imbrogno

Ruhl cites statements by some State Police officers that the UFO was merely a plane formation. When, however, we asked these same State Police to speak at our Brewster, New York, conference (which was attended by some 800 purported witnesses), they declined, saying, "We do not have enough evidence to prove that the sightings were caused by flying in formation."

Ruhl says the planes were flying wing-tip to wing-tip and seemed almost to hover. It is true that a plane flying into a strong wind can appear to hover, but pilots whom we asked told us that to fly five or six planes in close proximity into a strong head wind would be to invite disaster.

On the night of June 21, 1984, Ruhl photographed a plane at the Stormville Airport, allegedly the airport from which the stunt flyers flew. He assumed the plane had broken from a formation and landed separately. Ruhl accused the pilot of faking a UFO. Although the pilot hotly denied this, Ruhl took down the plane's identification numbers which, he writes, showed the craft belonged to a Mr. Hersh (or Hirsh).

On the night of June 21 a formation of planes was sighted. We talked with one of

the pilots, Peter Dine, who confirmed that he does indeed fly with friends but in a loose formation, far from wing-tip-formation flying. Also we have the names of the pilots who flew that night; a Mr. Hersh (or Hirsh) is not among them.

It is interesting to note that on this night few UFO reports were made and these came from individuals we judged to be poor witnesses. But on June 14 and July 24 there were hundreds of reported sightings. Ruhl ascribes these to planes. Yet on these two nights weather records show that the wind velocity was 30-35 mph—much too strong, we are told, for planes of the Cessna type to fly in close formation, however excellent the pilots.

Finally, two additional but unrelated points:

The *APRO Bulletin* (Vol. 29, No. 7) reports a sighting of a boomerang-shaped UFO over Lewiston, Ohio. APRO calls this a true UFO—yet the drawing accompanying the report is nearly identical to the ones made by over 20 witnesses to the Hudson Valley UFO. APRO says nothing about formation-flying in that instance.

Second, Ruhl alleges in his APRO article that the Brewster conference was intended to raise money for Dr. Hynek's Arizona research facility. This is false. At no time has Hynek accepted money from the organizers of that conference; in fact, the subject never came up.

In my opinion the Hudson Valley sightings—at least those not known to have been caused by aircraft—remain a mystery. ■

STOP!!! CHECK YOUR MAILING LABEL DATE

If the date shown on your label is 1/85, this is the anniversary of your last contribution to CUFOS and this is the last issue of *IUR* you will receive until your next contribution is received by CUFOS. Thank you very much for your continued support. Action now will continue your mailings uninterrupted.

INTERNATIONAL UFO REPORTER, JAN./FEB. 1985
ISSN. #0730-174X

Center for UFO Studies
Associates Education & Business Office
P.O. Box 1621
Lima, Ohio 45802

MICHAEL D SWORDS
65 SCIENCE
WESTERN MICHIGAN UNIVERSITY
KALAMAZOO MI 49008

Address Correction Requested

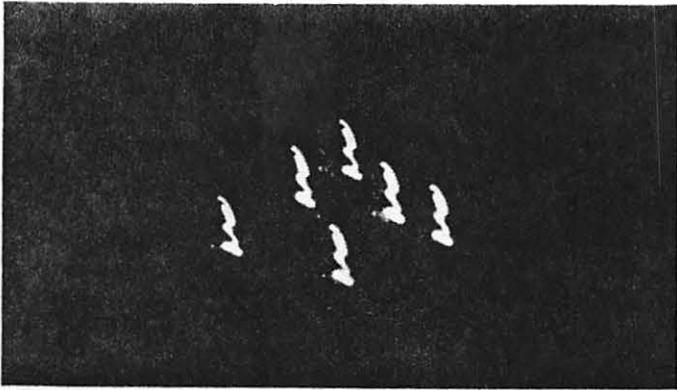
Nonprofit Organization
U.S. Postage
PAID
Permit #14
Glenview, Illinois

07/85

the apro bulletin

THE WESTCHESTER SIGHTINGS

by Dick Ruhl with Richie Petracca,
Sal Giamusso and Gerry Arena



Stormville Pilots Overhead
See column two

During the early part of the week of June 11th, I recieved a call at my art studio in New York from Dan Crawford of CBS Network TV News. He wanted to know what was going on in Westcherster County. I asked what he was referring to. He replied -- "all the UFO sightings upstate". I stated that this was the first I had heard about it, and asked him to give me what information he had and I would check to see if it was legitimate. It seems there were UFO sightings the night of June 12th over New Cassel, Mt. Kisco, Bedford, Briercliff, Peekskill, Pleasantville, Yorktown, Putnam Valley in Putnam County and various other places. I'm very familiar with this area as I used to spend all my summer vacations in Mt. Kisco when I was young.

I made some telephone calls to the Peekskill, Mt. Kisco and New Cassel Police departments and got the information as to what was sighted and also names of witnesses. Speculation ran from genuine UFOs to light aircraft to ultra-lights. This, I informed the police, sounds like a repeat of last year and there was some agreement with my observation.

INVESTIGATION BEGUN

That night I called three other Field Investigators, Sal Giamusso, Gerry Arena, and Richie Petracca and arrangements were made to start our investigation on Saturday, the 16th. In the meantime I called the witnesses on the telephone to get an idea of what was being seen.

We started out from the Mt. Kisco police department, then proceeded to New Cassel where we met with Mrs. Lois Mitchell, the town supervisor, then on to Bedford, then to Peekskill where the police helped us set up an observation post which overlooked the town and the Indian Point Nuclear Plant over which the object was also seen. This plant and the vast water reservoir system for New York City are the only important areas that would interest a UFO, according to what is known about snooping "aliens". There is also Camp Smith, a National Guard Training Center and the ammunition dump near Bear Mountain that could hold their interest, and of course, power lines.

The Peekskill police would only talk to us off the record at that time as they needed clearance from the

MYSTERIOUS AMERICA

by Loren Coleman

(Faber & Faber, Winchester, MA, 1983, 301 pps., illus., \$9.95.)

My initial impression was that Loren Coleman should have covered some material in more depth. However, upon slapping myself about (a task which we intellectually masochistic reviewers undertake with delight), everything became clear: This is not so much a book for people acquainted with Fortean events as it is an introduction for curious, unsuspecting readers--a goal well accomplished.

To his credit, Coleman begins his trek across Fortean America by telling the reader exactly who Charles Fort was (how many books and articles have we seen where the word "Fortean" is repeated approximately 15,000 times with absolutely no indication for the unenlightened reader of its origin?).

Continuing, the author touches upon out-of-place things, animals and incidents sprinkled across America which confound logical minds: The "Dover Demon", enormous snakes, mystery cats and kangaroos, Bigfeet and their possible UFO connection, etc.

Of particular interest is the section "Phantoms Afield," with emphasis on ghost-like "mad" gassers, phantom clowns and the "Wandering Nephites". Coleman's descriptions of vicious clowns whose threatening antics seem anything but clown-like are enough

(See "America" - page 2)

(See "Westchester" - page 3)

Westchester

(continued from page one)

commissioner first. One sergeant told us he saw the object very low overhead and it was as large as a big jet airliner and with no discernable noise accompanying it. Basically what was being seen all over was a wedge-shaped group of white lights, but there were some reports of colored lights seen such as green, blue, amber and red. Nothing occurred that night so we headed back to the New Cassel police department where we interviewed a police lieutenant, Sgt. Lowery and patrolman Walsh. The following are their reports of what occurred, followed by Lois Mitchell's testimony.

FIRST-HAND TESTIMONY

Sgt. George Lowery and Ptl. Gary Walsh were on duty the night of June 11. Lowery heard over the police scanner at 9:15 p.m. that several other town police departments were having UFO sightings. He told Walsh and two lieutenants that the UFO was coming into their area and requested them to go outside to determine if anything could be seen. From outside, Ptl. Walsh asked Sgt. Lowery, over a police car radio, to come outside as the object was approaching from the west over the mountains. Lowery said that he saw approximately six bright white circular lights in a "V" formation. He immediately ran upstairs into the building to where the Town Board was holding its meeting. He had been reprimanded for not telling the Board about the last sightings they had had over the town in 1983. They all ran down and outside.

Lowery was the last to emerge and when he looked up the object was making a left hand turn going north and appeared to be going higher and the lights appeared to be fading. He guessed that this could be because they were observing the rear of the UFO. Sgt. Lowery thought he heard a low droning sound but said no one else heard it. Field investigators Richie Petracca and Gerry Arena asked about the size of the object and Lowery estimated it to be the size of a Boeing 747 jet liner. Field inspector Sal Giamusso inquired about any colors on the object. Lowery responded that he did not see any nor did he see a shape, only the white lights. One of their officers claimed to have seen the shape of the object that was seen last year and said it was one large body. Lowery said that the lights were as bright as landing lights on aircraft but did not have the glow nor the beam that would come from a landing light. There were no other lights on the craft. He could not discern whether the lights were on the top, bottom or side of the UFO. He did say that he saw more lights on one side of the "wedge" than the other. It seems that they all saw the same object but described it somewhat differently.

Mrs. Lois Mitchell, superintendent, town of New

Cassel, was attending a board meeting at approximately 9:15 on the evening of June 11, 1984, in the same building that housed the police department. Sgt. George Lowery broke into the meeting and pointed to Mrs. Mitchell, saying "Come out here right now. There is a UFO coming over the building." She was the first to get out and see the lighted object which was coming from the northwest going to the northeast. The entire town board of approximately 25 people were viewing it by this time. They watched the object for five minutes until it slowly disappeared behind a tree-lined hill. "No noise, no wind, no ambient noise of any kind", Mrs. Mitchell said. They did see a small plane come under it on the approach to Westchester airport. They could hear the engine of the aircraft. "The object looked like a boomerang or a delta wing shape and it had three greenish-white lights on it. The lights were steady and appeared to be on top of whatever it was, not under it or around it." Mrs. Mitchell said that there was a shape to it but could not discern what it was, except for the position of the lights. There were no other lights on it. The motion of the craft was "very steady and very, very slow, just gliding." She could not gauge the altitude of the object except that it was higher than the small plane that was coming out of Westchester airport. New Cassel is at the five mile marker to the runway approach. Mrs. Mitchell believes the object was way above that and whatever it was, it was big.

RADAR CONTACT

In checking with the Westchester airport it was confirmed that there had been radar contact with the object. It was visually seen also, but the people at the airport could not identify the craft. I was told it could not be ultra-light aircraft as there would not be enough surface or metal to cause a return signal on the radar. The only possible way this could happen would be if it were a group of ultra-lights. We pretty well ruled out ultra-lights as they were not allowed to fly at night because they are not equipped with lights. Even if lights were strung onto the wings it would be extremely dangerous to fly, as the engines are not powerful enough to carry the extra load of the heavy lights. Also, ultra-light engines are quite noisy and one of the common facts mentioned during the multitude of sightings was the absence of noise. The only exception was that some witnesses did hear a slight humming sound when the objects were very close.

AT MT. KISCO

Mt. Kisco resident Adrienne Pellini, who is a salesperson for a copying company, related her experience from the night of June 25th: "I was on my terrace and looked up and just at that moment, a tremendously large object, that was solid, was passing over my building It got bigger and bigger. It didn't grow....just that more of it became visible and it was

unbelievably large. When I could see the back of it, there were three large lights to the left and three very large lights to the right. And, it had red (lights) on the left and right ends. It was a triangular shape that was indented in the back and from the lights to the forward section, almost in a straight line, were six discernable thin lines -- gleaming like metal struts (going to the leading edge of the triangular shape -- Field investigator).

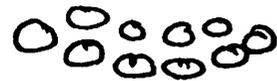
HUGE, SILENT

"It was so big it filled up the whole sky and it was very solid. It blocked out the stars and clouds that were very visible that night because it was a very clear night. I watched it for about 30 to 45 seconds in awe, wondering what it could possibly be. It was absolutely silent. Then I ran down into the street. By that time, whatever it was moved away on a straight course. The lights were always equidistant. They never moved or waivered and it assumed the shape of a boomerang. I was no longer looking at it from underneath but from a different perspective and it was just going into the distance. It was not very high and kept heading north." Further questioning revealed that the lights gave off a yellowish-white color and they glowed with a fuzzy edge. When queried if this could be aircraft of any kind, Miss Pellini emphatically stated that it was not. "It was one huge solid object. It passed directly overhead and I saw it from the nose to the tip of the tail. I saw the entire bottom of it." She said that she assumed it to be a dark color and could not make out any details other than the "struts" effect on the bottom. Miss Pellini took four photographs and we are waiting for them to be returned from a custom lab in California. She also stated that the object was larger than a 747 aircraft. Miss Pellini is majoring in Archaeology, Anthropology and Osteology and has put in 3½ years at State University of New York at Purchase and White Plains, New York. Her library consists of very difficult science reading. We consider her to be an extremely reliable witness. Our only reservation is her ability to accurately estimate the size of the object as our experience shows this to be true with almost all UFO witnesses. There are no reference points in the night sky and not knowing size creates difficulty in guessing altitudes.

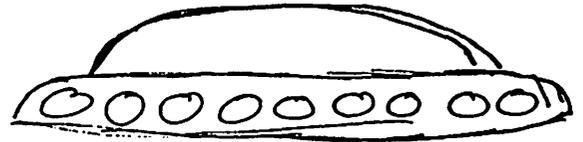
Only one of our witnesses described a different-shaped object. Mrs. Howard Murphy relates this sighting of Thursday night, June 14 between 10:00 and 10:30 p.m.: "I was sitting in my living room watching the 'Simon and Simon' television show and had on a 'scanner' radio, when I heard on one of the stations that there were several reports of unidentified lights in the sky, so I got up and went out on my front porch and looked to the north and west, went off the porch to the side yard and then back for about five minutes or a little more. At the same time, I called two or three times to my older cat to come in. Not

seeing her, (the cat) I walked through the living room and hall to the kitchen and called the cat out the kitchen door. I looked up to the east and saw some strangely placed lights and went back to take another look. They or it were much closer. and I just watched for about two or three minutes, not believing my eyes. I went to the top of the basement steps and called down to my son and his girlfriend who were down there in the finished room. Jan, the girl, came up with me - after about five minutes, I left and called my son again and said, 'come on up - we're really not kidding.'" We all watched together for a while, they went back downstairs and I continued to watch until it slowly moved southward where a tree blocked my vision. I stayed there and then came into the living room to get a cigarette and finish a glass of milk I was drinking and went back and waited. It came back the same way and slowly went northward 'til my vision was blocked again."

"When I first watched it before calling to the other two people and after Jan came up, it remained stationary, not moving up-down or back and forth for at least ten minutes. The lights were very bright yellowish-white and pure white for most of the time - slightly dimming a couple of times. Just before it took off southward, all but two were dimmed down and left that way. Those two remained pure white and bright. There was no noise, rotations, odors, vibrations, etc."



First seen - just a string of lights - yellowish-orangy clustered quite a distance away - slightly left to straight ahead vision.



Unknown number of lights around - could see half circle like this: All bright at first close look while standing still.

Diffuse lighting - could see shape of oval top but no distinct lights on top. Could not see bottom shape if any.



Two lights on center of side stayed extra bright when others all dimmed to same yellowish-orangy color

I first saw - after a short time, moved at same height - did not spin or turn - just moved slowly southward - came back with lights the same except bright ones a little less bright.

Bright Lights on side leaving.

"It was lower than large airplanes are that pass this general area and definitely much larger in both length and height. I know of no other objects that resemble what I saw. I believe it was round - the top as I drew above."

RUMORS RIFE

Space does not allow for all the cases to be written up. Unfortunately, we have run into a serious problem, for during this flap, rumors were rife as to these sightings being ultra-light aircraft or pilots flying sports planes in close formation. This fact has muddied the waters of all investigations being conducted by the various UFO groups in the area. Sgt. Lowery of the New Cassel police says that the object could not be aircraft as the lights were too rigid as the craft made its turn. He claims that a formation of planes turning would cause the lights to bobble - especially with ultra-lights. Normally we would agree with his assessment, as he spent four years in the U. S. Air Force and is thoroughly familiar with formation flying. Also, the speed of the "UFO" belies aircraft. Most reports, and there were several thousand calls to the police, etc., reported the object as almost hovering. Many claimed it was hovering. Lt. George Lesnick of the Fairfield police says the "plane theory" is ruled out. Unfortunately or fortunately, depending on one's viewpoint, our investigation proves them wrong, and we believe the majority of reports to be incorrect. This conclusion is based on the following facts and observations:

FACTS TO CONSIDER

Fact 1: Many reliable witnesses saw the object and identified the lights as a formation of light aircraft and these included policemen who have seen the pilots many times.

Fact 2: Mt. Kisco had the honor of being visited by the "UFO" on a Tuesday night, and I received a telephone call the next day from Patrolman Richard Stooza. He informed me that he was on his way to work and was driving on Route I-84 near Stormville Mountain and the Stormville Airport at approximately 11:30 p.m. He was on the midnight to 8 a.m. shift. Patrolman Stooza observed a group of lights in a wedge or boomerang-shape coming from the direction of Mt. Kisco to the south. As he observed them, one of the lights broke formation, then another, until the entire formation broke up. The lights circled over the Greenhaven prison and proceeded to land at the Stormville airport. I made arrangements with F.I. Richie Petracca to stake out the airport the following night (Thursday). By this time, a human pattern was evolving, even though UFO reports were coming in on

almost every night of the week. It seems that Tuesdays and Thursdays were predictable and created the heaviest phone calls to various town police stations.

INVESTIGATORS VIEW "UFO"

Thursday night Petracca and I arrived at Route I-84 at 9:30 p.m. in time to see a brilliant white wedge-shaped object floating and turning in the sky. We could hardly believe what we were seeing. We felt that this was not a formation of planes, not the way this object moved and seemed to hover. The lights were too rigid on the turns. They suddenly turned all red and as they continued to turn we saw multi-colored lights. I braked the car and we jumped out holding our 7X15X30 binoculars. Even through the binoculars we thought we were observing a genuine UFO. Suddenly, Petracca shouted, "There's another one to the left." I remarked, "Where the heck did that come from?" We watched in utter amazement as the two objects glided extremely slowly and maneuvered about themselves, constantly changing from white as they approached us, to red as they turned away and then from the side, the red, green-blue and white lights appeared. They finally formed up into a huge boomerang-shape and it was then that I saw some light reflected on the bodies of six aircraft. We knew we had the evidence on the "Stormville pilots."



Another shot of the alleged "UFO"

AIRPORT STAKE-OUT

Richie Petracca and I then staked out the airport, using the excuse that we were lost, hungry and looking for a diner. We noticed that the snack bar was still open and asked for coffee and something to eat. We struck up a conversation with the woman who runs the snack bar, asking just what the "UFO burger" on the menu consisted of. (It was beef - similar to a roast beef sandwich). Finding this quite amusing, we were further informed that there is a team of expert parachute jumpers who practice there in the early evenings and when it gets dark, the precision formation pilots go up and fly all around.

In the meantime, a couple of girls and their boy friends came into the restaurant and the girls were saying that their boy friends promised that they would see a UFO that night, coming over the airfield. We kidded back, saying that there were no such things as UFOs. Suddenly a man came in and said: "Hurry outside - the UFO is coming over now."

We went outside and there it was - hovering in the

distance in the direction of Greenhaven prison. (Richie and I left our binoculars and camera in the car so as not to arouse suspicion). I said that this was a group of airplanes. The girls complained that they had no binoculars. I told them that I had some in the car and would get them. My car was parked a distance from the snack bar, but I was able to retrieve the binoculars and my camera (a Cannon AEI equipped with a 70-210 mm lens) and return to the group just as the "UFOs" began to approach. I had plenty of time to set up, use the binoculars and then get ready to shoot some pictures. It was amazing that they could fly so slow and still stay aloft. Also, there was no engine noise coming from six Cessna Skyhawks. It was only when the aircraft came directly overhead that we could hear a slight droning sound. They might have mufflers on their engines as does a friend of mine who flies a Billboard (advertising) aircraft and can go 10 miles per hour groundspeed into the wind. This could be the answer to the lack of noise. The planes then started to break formation, circle the field, and land.

THREATS MADE

When the lead plane taxied up to our position I raised my camera to take a picture. I was immediately told not to do that, as the lead pilot did not like to be photographed without his permission. I was informed that when the last person tried that, the pilot grabbed the camera from the photographer, got into his plane, took off and dropped the camera onto the runway from the air. (Nice, threatening little story). I replied with force that if he does that to me, I guarantee he will spend the night in the "slammer". It was then we were queried as to who we really were. Richie and I insisted that we were advertising people looking for locations to use for Nissan Datsun ads here on the East coast.

Just as I was going to shoot the plane, the pilot revved up the engine and started to turn away from me. I managed to get off one shot and photographed the number on the side of the plane. It is N-76106. I later traced the registration through the Westchester Federal Aviation Administration to the owner, whose name is Ivan P. Hersh or Hirsh (I'm not sure of the spelling). The pilot turned the aircraft towards me and put on its landing light so I could not get any more photos. By then another plane landed and parked in front of us, but the occupants refused to leave the aircraft until we left. We did not see the other planes land and we suspect they were notified by radio as to what was occurring on the ground. We felt threatened and decided it would be healthier for us to take our leave, which we did, quickly.

Fact 3: I contacted Captain Murry Bennett, who flies traffic reports for radio station WFAS. He acknowledged that he has seen them many times from the air and from the ground. He agreed that the pilots have become a public nuisance and agreed with me

that they presented a danger to people on the ground. Bennett witnessed many near car accidents as the planes ("UFO") came overhead, startling those below on the highways.

Fact 4: I interviewed via telephone, Captain La Polt of Greenhaven prison and several other prison personnel who gave testimony that they had watched the pilots take off and form up their wedge or boomerang formation many times. They were also seen coming back from their nightly jaunt, breaking up and landing.

Fact 5: Peter Gersten informed me that he received a call on the UFO hotline that he had set up to gather data and cases, from a woman who said that she and her boyfriend witnessed the pilots stringing extra lights on their planes.

1983 "FLAP" REPEATED

Fact 6: This "flap" conforms exactly to the one of 1983 in which Mr. Philip Imbrogno of J. Allen Hynek's group, CUFOS, did in-depth investigations, and came to the conclusion that the majority of sightings could be traced to pilots. He had also staked out the Stormville airport as was reported in the "International UFO Reporter" (July/August 1983 issue). For some strange reason, this year Mr. Imbrogno seems to have reversed his stand and minimizes greatly the evidence against the Stormville pilots. He and Peter Gersten had hyped the sightings to the point where Peter, himself, is quoted in the newspapers as referring to the flap as "UFO Hysteria". Why?

- a. Peter planned a UFO conference with the goal of raising money to further investigate the sightings, and
- b. to also raise money for CAUS (Citizens Against UFO Secrecy) which we all support, and,
- c. to raise money for J. Allen Hynek's new project in Arizona.

I personally believe that Peter Gersten and Company are doing a great disservice to UFO investigation by this method of distorting facts and withholding the truth in order to get money from the public. This tends to give harmful ammunition to our detractors such as Philip Klass, etc., who could do us more harm than Gersten could do good, using courtroom lawyer tactics. Klass is already hard at work on this flap. I know, because he called me from Washington, D.C., and interviewed me. I warned Peter that this will be the case.

"CONFERENCE" RIGGED

To keep the record straight: All of us have the highest respect for Peter Gersten, especially this writer, as we have worked together several times and did many radio programs on the Joel Martin Talk Show for which I helped arrange programs on UFOs

and also co-hosted. But I'm disappointed in him and the tactics he used to keep the truth from the people. He *did* say *some* reports were aircraft, but most were not. Peter asked me to be one of the speakers at his neutral (?) UFO Conference on August 25, and I said I would speak on the subject of the pilots. This was agreeable with him. When it came time for the conference, I was mysteriously cut out as a speaker. At the last minute during the Conference, (APRO was not represented) he asked me to be on the discussion panel. I reluctantly agreed to participate. When I started to answer a question from the audience explaining that 90% of our evidence points to the pilots, Peter tried to censor me. When I was accused (by a witness) of distorting fact, Peter refused to allow me to answer in front of the audience. This conference was not without prejudice. In spite of this, I still regard Peter as a friend and my remarks are meant to be informative and of a constructive nature.

Fact 7: My cousin, Karl Huber, a photographer, and I, visited several airports during daylight one day in order to inspect and photograph the ultra-light aircraft. We did finally find them at Stormville and took photographs which prove nothing in itself. We were told a lie while we were there, and that is that the airport has no facilities for night flights. We found this to be untrue.

On the way to Stormville, we stopped at Mahopac Airport which *does not* have lights for night operations. The owner, who shall remain nameless, gave testimony to the fact that he and his family and others have seen the pilots flying in a wedge formation, turning their lights on and off on signals from the lead plane. He told us that on one occasion he approached them from the air with his aircraft. They proceeded to turn out their lights on command (he could hear this over his radio) and only the lead plane kept his dome light on. Then they would suddenly turn on all their lights. And they were flying lower than the law allows. These planes have been seen by a multitude of reliable witnesses who claim they were flying at tree-top level over populated areas. This is against the law, it is downright stupid and irresponsible, with complete disregard for the public's safety as well as their own. There is also the disregard for their families to consider. Who will take care of them if, God forbid, they should accidentally collide in mid-air?

CONCLUSIONS AND OBSERVATIONS

We praise the flying skills of these men and can only compare them to the Thunderbirds and the Blue Angels. We have never seen anything comparable. They are clever, in that the planes are painted black and silver so as to minimize their image against a dark starry sky. They do not fly on a cloudy or semi-cloudy night, as they could be outlined against the clouds, and thus discovered. It is also possible, and we must speculate at this time, that pilots other than the

Stormville group, are involved in these antics. We believe the video tape shown at the UFO Conference, allegedly of the "UFO", is a tape of the "Pilots". As we viewed the tape, it looked exactly like the formation created by these men and their planes.

We do believe that there is a probable 10% chance that there has been a genuine object up in the Westchester, Putnam, Dutchess County area, as well as some parts of Connecticut. The investigations must continue and on this point we all agree with Mr. Imbrogno and Peter Gersten. Many of the witnesses were highly reliable, believable and honest in their convictions. No one should feel embarrassed or be made to feel foolish if they did see the pilots and mistakenly reported them as a UFO. They almost had us fooled. The witnesses must re-examine what they saw in an objective manner in the light of the facts. Mrs. Murphy saw both — the pilots at night and the UFO, and she feels they are definitely different. Time will tell, we hope.

One other point: In my conversations with several FAA officials, I was informed that the Stormville pilots are not breaking the law by flying tight formations at night, providing they keep to a proper lawful altitude and that the lighting conforms to FAA regulations. The FAA is interested in the low tree top flights but we can only do something about that if witnesses can identify the planes and the numbers on them and are willing to sign an affidavit attesting to this fact. It is also time for the pilots to come forward and help us to discern between themselves and the alleged UFO, or we will have another flap like this again next year.

Being an artist, I have the ability to create drawings that are incomplete in areas. A person viewing the art, can and will, with his own eye and imagination, finish the drawing according to the way his mind sees fit. The same principal can be applied to people viewing an unknown group of lights against a dark sky. Bright lights can give off a glow creating a shape that really doesn't exist. Areas in the center appear to be darker than the surrounding sky. This is all illusion. Ask any psychologist. People can be influenced during a UFO flap by media hype as we believe is happening in the New York area. This is not to accuse people of dishonesty. We all can be fooled by the unknown due to lack of facts.

We would like to thank Bob Gribble of the National UFO Reporting Center and the Police Departments of Mt. Kisco, Peekskill and New Cassel for their assistance has been invaluable.

* * * * *

PRESS REPORTS

by Doris and Joe Graziano

NEW HAMPSHIRE - October 31, 1983 - Rochester & Dover - Several area residents, including a police

FSR
#31, 3
1986

THE WAVE OF "WING" REPORTS: MORE ON THE "BOOMERANG": "AS LARGE AS TWO FOOTBALL FIELDS"

R. Perry Collins

FSR reader Bob Collins of Bridgeport, Connecticut, is, as he says, a man who "grew up in the Air Force and now works as an aerospace engineer". What he has to tell us will be seen to corroborate fully all that we learned from the two articles on the great "Boomerang" craft, by Messrs Imbrogno, Lesnick and Clark, which we published in FSR Volume 30, No. 3, last February. EDITOR

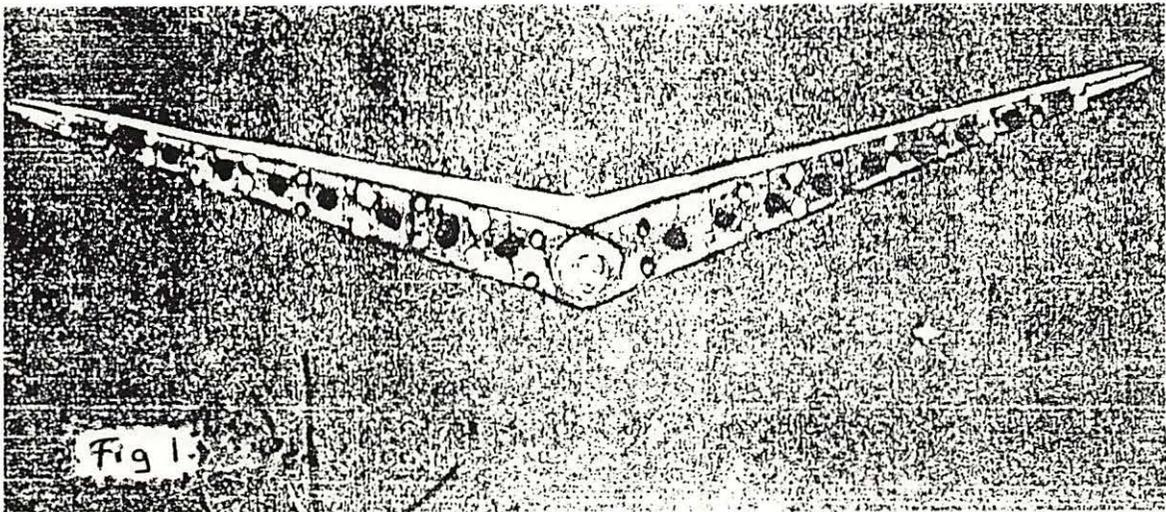
FROM March of 1983 to the present (Nov. '85) a UFO wave of unprecedented duration and consistency has enveloped significant areas of the eastern United States. It has been centered over New York and Connecticut and involves a UFO repeatedly reported as "larger than a football field", and by one witness as "about two football fields". This UFO has flown low over populated areas numerous times for more than two years. It has shown variable lighting but most often is reported as a huge "wing" or "boomerang"-shaped array of lights, switched on and off, seemingly to attract attention. There has also been related activity, such as flights of aircraft in various formations, displaying non-regulation lights and reports of federal agency interest. This activity has not been mentioned to any great degree by the national media. Local newspapers and independent radio and television broadcasts have presented a great deal of information, but in a scattered fashion. This article will present a summation of the wave and of investigations into its nature.

First reports

The wave had its beginnings in March of 1983. On March 17th, residents of Kent, N.Y. and motorists on the nearby I-84 highway reported a large UFO hovering and moving slowly over the area. From that date to the present, there have been reports of a huge, dark, metallic object, displaying glowing lights and flying very low over populated regions. The lights have most often been described as forming a large open "V" or "boomerang". In some cases the lights have changed position, rapidly forming such configurations as a "horseshoe", "cross", straight line, and a large circle. Often the configuration changes happened while the object hovered, finally coming back to the "V" shape before the object accelerated rapidly away.

The press headlines

One week after the 17th, on March 24th, the UFO was seen again. Citizens and police officers of Yorktown,



The "Boomerang" craft.

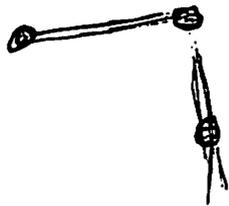
Mt. Kisco, and Carmel, New York State, reported a very large "V"-shaped object with multi-colored lights moving low over their towns. "Hundreds Claim To Have Seen UFO" read the headlines of the *Port Chester Daily Item* on the next day. The object was seen again the following night (the 25th) and the night after that. In early April the object began being seen over Danbury, Connecticut, less than thirty miles from the New York towns. More headlines appeared. Between March of 1983 and November of 1985 more than eighty articles reporting this UFO appeared in local newspapers in the two States of New York and Connecticut. The most recent, dated October 18th, 1985, appeared in the *Bridgeport Post* and the *Danbury News Times* in Connecticut. These two articles described a huge, low-flying object seen by an estimated 2,000 witnesses. The object displayed "V"-shaped lights which changed color from white to red to green and back to white. The "wing" shape changed from a "V" to a straight line (as the object hovered) and back to a "V" (as the object rapidly accelerated away).

"V" formations, displaying non-regulation lights. At first, officialdom tried to explain the UFO as "hang glider" and "ultralight aircraft". These explanations proved inadequate, primarily because ultralight aircraft could not carry the numerous large, bright lights displayed by the UFO. Now, with the appearance of aircraft formations, a more adequate explanation became available. *The important fact to note is that these formations of aircraft had not been seen or reported until a month after the first reports of the UFO. Many of the witnesses who had seen the UFO had also seen the aircraft. They agreed that there was no confusing the two.* The UFO was huge, moved very slowly, hovered, rotated on its own axis, made abrupt turns and occasionally accelerated and decelerated very rapidly.

Much of the public accepted the "aircraft" explanation, seemingly relieved that there was an explanation, even if it did seem manufactured. Those who had seen the UFO did not. The witnesses included business executives, engineers, and pilots — people whose testimony was difficult to ignore. There were also very large numbers of witnesses, at times numbering in the thousands in one night. The UFO characteristically flew very low over relatively affluent areas, usually overflying five to ten towns, always displaying brightly glowing lights of various colors.

Enter the "light aircraft"

Within a month after the first articles appeared, a group of aircraft began flying over these same areas in



← 90° TURN, LIGHTS " ROTATED INTO TURN " BEFORE TURN INITIATED, TURN ABRUPT BUT WITH APEX OF "TRIANGLE" ALWAYS FORWARD

Fig 2.

THOMAS B. SCHOOLTEACHER



Fig 3.

CAROLE B. HOUSEWIFE



Fig 4-

BRIAN B. THIRD GRADE STUDENT

Research by Imbrogno and Lesnick

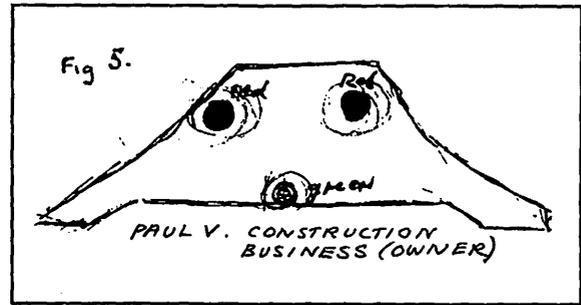
What is the real nature of the reported activity? What is actually going on? Two men most involved in the investigation of these reports were Phil Imbrogno and George Lesnick. Phil, a graduate astronomer and an investigator for CUFO, conducted a tireless and thorough investigation. His partner, George Lesnick, worked as a Lieutenant in the Fairfield (Connecticut) police department and has had many years of experience as a professional investigator. Together the two men brought to light many incidents, which, upon careful study, cannot be explained conventionally. Their work in interviewing witnesses, correlating information and presenting it to the public has been very professional. The results of their investigations are clear and concise: there is an object, unidentified, displaying characteristics beyond our present technology, which has been appearing low over Connecticut State and New York State since 1983. It is not a group of light aircraft. It is not, at this point, explainable.

Personal conviction

Until the evening of August 21st, 1983, I had followed the reports of this UFO as a hobbyist. I was working as a quality control manager in the aerospace industry, and had grown up as the son of an Air Force officer. I had spoken with George and Phil and was impressed with the professional attitude they displayed. Until August 21st, however, I was not convinced that this activity was really a UFO — UFO reports seldom involved repeated overflights and large numbers of witnesses. On the evening of August 21st I saw the object along with numerous other witnesses. I am familiar with aircraft and what they can and cannot do. What I saw was not aircraft activity. I interviewed many of the witnesses from that night. All of them agreed that what they had seen was something unknown, overwhelmingly large, which hovered, moved very slowly, and reversed direction at very low altitude. It was not an aircraft or a group of aircraft.

A prolonged "wave"

Perhaps the best way to get a clearer picture of this UFO is to examine more closely a few of the many nights of its appearance. It is also helpful to note the reaction of officials and authorities, and to observe how our culture continues to attempt to cover up and explain away the phenomenon. This wave of UFO activity appears to be more prolonged and intense than usual. The UFO involved seems huge, displays manoeuvres beyond our technology, and appears to purposely attract attention to itself by its lighting displays. It does not land; it does not display itself in daylight. Such overt actions on the part of the UFO agency could shock our culture; somehow the UFO of this wave



presents itself at just that level we are able to accept without disturbances to our society as a whole.

Public perceives military aspects

The UFO phenomenon in general has presented this aspect of reality to our world for more than thirty-five years. Within the last decade, however, the public has begun to be aware of UFO appearances at and interferences with military bases. A careful search of verified UFO appearances reveals cases where ICBM installations have been closely approached and temporarily nullified. Anti-aircraft missiles have occasionally been launched at UFOs — the missiles in each case have failed or been destroyed. Jet interceptors have been scrambled to pursue UFOs only to be easily evaded and rapidly outdistanced. In much the same way as these overflights of New York and Connecticut can be seen as purposeful "demonstrations", so might we see these activities at military bases. We have much to learn. Alien invaders are not sweeping through our skies, ray guns ablaze. The UFO phenomenon is not overtly threatening. It seems almost to present us with a mirror in which we can see our own actions and reactions more clearly.

Typical sightings

Let us look at examples from some of the many nights of the appearance of this "wing" over New England. I have personally investigated several incidents of this nature, interviewing many witnesses on tape and by signed statements. George Lesnick and Phil Imbrogno have done much more. The object has appeared numerous times over the New York/Connecticut area since 1983. There are also scattered reports of a similar nature from 1980 to 1983 from North Carolina to Maine.

The first night we shall explore in depth is the night of August 21st, 1983. Hundreds of witnesses, including myself, reported the object over six closely connected Connecticut towns. Between 10.00 and 11.00 pm (EST), I was at my Bridgeport residence, studying, when I decided to take a break. Walking to my north-facing window, I lit a cigarette and was

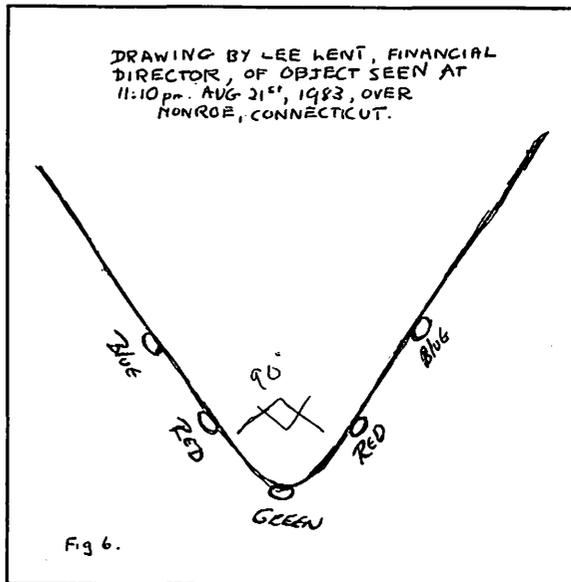
looking out (from the third floor) when I saw a set of unusual lights. At first I thought it was a light aircraft, but quickly dismissed this idea, as the lights were too widely separated and moving much too slowly. There were three of them, very low (about fifteen degrees off the rooftops), one red, one green and one blue. They appeared equally separated and three hand-widths across (with my hands stretched directly in front of me). As I watched, the lights blinked out. I had first noticed them to the north-west drifting slowly to the south seemingly less than a mile away.

Telepathic link?

From the north-facing window, I moved to the west-facing window and looked out again, hoping to catch a glimpse of whatever it was. I was sure it was not an aircraft and was extremely curious as to what it could be. As I stared out of the window the lights suddenly switched back on, now much closer. I was facing a display of three large, glowing lights, the left one red, the middle one green, the right one blue. Now they were seven to eight hand-widths across and hovering, motionless. Taken aback, I could only think of a UFO. Aloud, I said: "If you are what I think you are, tell me somehow that I'm not hallucinating". The green light blinked off, then back on, then all the lights blinked off. I immediately received a very strong impression to move back to the north-facing window and was up and moving when I realized that the impression was not my own thought. I hesitated but continued on, overcome by excitement and curiosity.

As I looked out of the open window I was presented with a huge wing-shaped array of lights moving slowly and silently to the east. I immediately realized that the object was very low, of tremendous proportions, and could not be an airfoil, as it was moving too slowly to hold itself up. I also felt a subjective awareness of being observed by a logical, intense presence, but could not concentrate on this, instead feeling overwhelmed by the sight. Recovering, I made some quick estimates of its angular displacement and watched it intently for about three minutes. It drifted to the east for about one half mile and then the lights dimmed and shut off. The lights had been large, glowing and seemingly attached to a huge structure in the shape of an open "V" (with an included angle of approximately 100 degrees). The leading light (the "V" was moving apex forward) was green, then each half of the "wing" showed a red, a blue and another red, making a total of seven. From angles of observation, hand-width estimates and areas of the object's movement, I figured out its dimensions to be approximately 300 to 500 feet wide ("wing" tip to "wing" tip), and 200 to 300 feet long — length being the direction of travel. These dimensions agreed with descriptions by other witnesses that night.

As the lights faded, I strained to make out a body or



shape, but could not. I turned and went to the telephone, noting that it was 10.45 pm, and called Lt. Lesnick. After a brief conversation, I went outside towards the area where I had last seen the UFO, but found nothing. I returned to the house and began calling nearby airports and police departments to see if there were any reports of the object. I found that numerous others had seen it, and I spent the next week contacting and interviewing them.

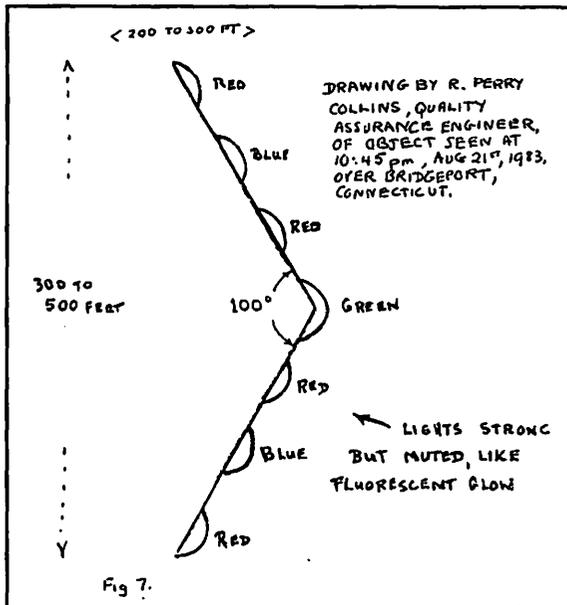
Other reports

Reports of a large, low-flying object, studded with lights, had been received that night by Tweed New Haven airport, by police departments in East Haven, New Haven, West Haven, Bridgeport, Monroe and Stratford. The reports from the New Haven area had come in at approximately 10.30 pm, followed by reports from the Bridgeport area at 10.50 pm. Then, at 11.10 pm, reports had come into the Monroe police department, followed by more reports from Bridgeport at 11.50 pm and then from nearby Stratford at 11.55 pm. The reports show a consistent flight-path in time and location over the closely clustered towns. I spoke with more than twenty-five people who had seen the object and interviewed eleven of them in depth.

The reports all described a very large, seemingly "V"-shaped object, gliding silently at from 200 to 1,000 feet and displaying multi-colored lights along the leading edges of both "wings". The object was seen to hover motionlessly by an electrical engineer in Monroe, while a family of four was also watching it less than 300 yards away. Using the positions and

angles of observation of the two parties, the object was computed to be at an altitude of less than 500 feet. After hovering for several minutes, it began moving slowly over the house of Lee Lent, forty years old, who works as a financial director of a successful corporation. Mr. Lent has often traveled in airliners and light aircraft. "This was no plane", he stated emphatically. Mr. Lent is also an amateur photographer. He was able to take several photographs of the object, but when we examined the negatives we found them to be overexposed. This Mr. Lent found difficult to understand, as he had carefully set the camera for a night-shot and was sure his setting and film were correct for the situation.

All of the reports from that night were of a very large, "V"-shaped object, displaying glowing, multi-colored lights and moving silently over residential areas of the six towns at less than a thousand feet. Plotting the times and locations of the reports showed



the object to have varied its speed from approximately 5 mph to more than 200 mph. It was seen hovering motionless, rotating on its axis, and quickly reversing its direction of travel. "Light aircraft in formation" is not an adequate explanation of this activity, no matter what the status of the "explainer".

"Psychic interaction"?

The night of August 21st, 1983, was typical of many. Phil Imbrogno found that approximately ten per cent of the reports included strong evidence of what we call "psy-

chic" interaction between the object and the witnesses. Often the object would move away when witnesses became fearful, and approach closely when witnesses desired a better look. Rather than to mention all the nights when the object was seen, I shall present a cross-section of witness statements, giving a fair idea of the nature of the activity. In each case presented, there were numerous other witnesses on the same night and in the same area:—

1. April 1st, 1983, between 8.00 and 8.30 pm, EST, over Danbury, Ct.

Witness — Carole B., housewife:

"It was a Friday evening, somewhere about 8.30, when my husband arrived home in an excited state, saying! "Come out here: You've got to see this!" We went out on our porch and looked in the sky to see a very large triangularly shaped object which appeared to be almost floating in the sky — not very high over the treetops. It moved very evenly (not jerkily) and came nearer to us, then almost automatically pivoted to its left — a ninety degree angle — and continued in that direction. I then returned to the house. The most amazing thing to me was the lack of noise. There was a small hum similar to a quiet refrigerator. Also the turn was very different. There were red, white and green lights, but I can't remember their sequence. There was a pattern. After sighting this object, we didn't say much to too many others."

2. September 23rd, 1983, between 11.00 and 11.30 pm, EST, over highway I-84, between exits 8 and 9, near Sandy Hook, Ct.

Witness — Paul V., self-employed:

"Heading east on I-84 about 11.05, I noticed lights off to the left above the tree tops. So bright were they, they really caught my eye. Two large red lights and a smaller green one in the middle. I thought it might be a power-line tower if anything. After travelling downhill, I lost sight of it for about one or two minutes, because the object was so low. When I reached the top of the next hill, I noticed the object was clear of the trees and not a tower. It sat there motionless for about five minutes. Now, only two bright, pinkish-red lights were in front, and the smaller green lights were in the rear. After five minutes or so, all the lights went out. The object sat in the air, motionless, for another few minutes. It was a dark grey, metallic color, but the exact shape was hard to make out. Then one green light came on in back and the object moved silently and very swiftly to the west. On a soft arc, it lifted up to the stars, and became the size of a pin-head in a matter of five to ten seconds. I watched it for about five to ten minutes after it stopped moving in the sky. It looked red and green again, as if the lights had come back on. It was huge. *If it had landed, it would have taken up about two football fields.*"

3. September 17th, 1984, at approximately 9.00 pm, EST, near Goshen, Ct.

Witness — Judy F., teacher:

"I was driving along a deserted road at about 9.00 pm when I noticed unusual lights through the trees. The lights were in a row — maybe four to six moon-colored lights. They seemed to be pacing my car, but I thought when I came out into an open area there would be a logical explanation — there wasn't. The lights really were in the sky and moved to hover over my car. They appeared to be directly in front of the car, just a few feet above the treetops. The lights turned into a horse-shoe shape and became brighter. They also changed in color, incorporating blue and red along with the white light. I thought 'it' might be landing, and I didn't stop — just kept driving and watching. Then a pick-up truck passed the other way, not stopping. After it passed, the lights reassembled into a "V" shape and quickly disappeared over the horizon."

4. October 17th, 1985, between 8.30 and 9.00 pm, EST, over Bridgeport, Ct.

Witness — Mark N., teacher:

"About 9.00 I left a friend's house. After I got in the car, I looked up and saw a bright object in the sky, but the trees were blocking my vision. I quickly moved down the street to get a better view, but I could no longer see the object. (I was upset because I knew it was something different and I wanted to see it.) I started towards my apartment and got off the highway (maybe three blocks away from the first sighting). I looked up to the sky and there it was. I've never seen anything like it in my life. The object had lights in a V-shape and it was no group of planes or one plane. The object was moving slowly north over Main Street when I first saw it, then, when I saw it again, it was over towards Fairfield. That's when I saw the V straighten out into a line."

5. October 17th, 1985, between 9.00 and 9.30 pm, EST, over Bethel, Ct.

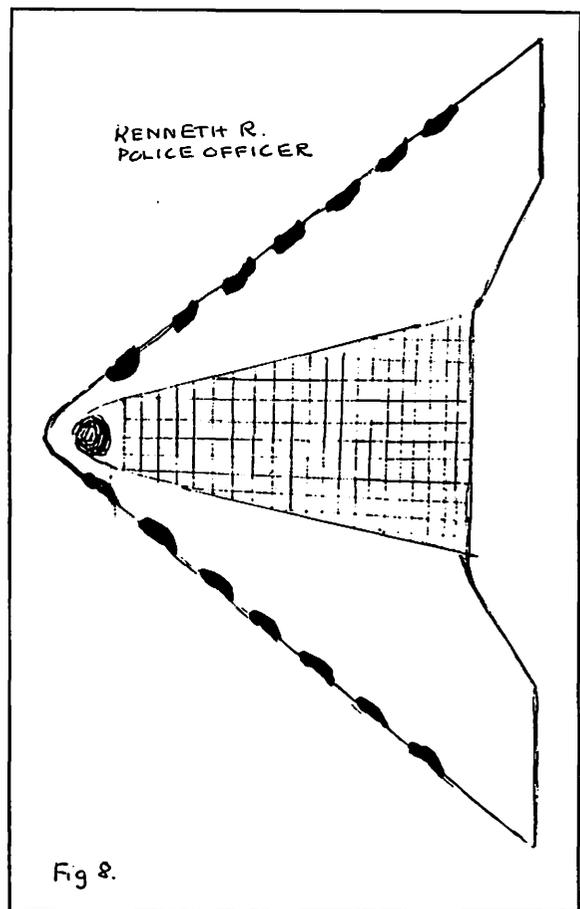
Witness — Lisa S., newspaper reporter:

"How many nights have I sat in the newsroom and answered phone calls from self-professed 'sane' people who claimed to have seen lights in the sky? Well, I saw a UFO too. It was about 9.00 pm and I was out on a field at the Bethel Educational Complex, covering a bocce ball tournament. Play stopped for about ten minutes when thirty men bolted to the far side of the courts to watch the lights.

'Hey, Lisa,' called bocce player and police chief John P. Basile. 'You wanna real story? Come here and look at the UFO.'

"Skeptical from the start, I walked to where the crowd was. It was close. At first I thought it was one of those advertising blimps with moving red neon words. Just too far away to make out. Then the spinning of the lights changed direction. Then they changed to white. For about ten minutes, we watched it move quietly and slowly from left to right. Then it hovered for a long time in one spot.

"Soon, after a very brief speed spurt towards us, the



object started taking on a "V" shape and the lights turned back to red. Then, the quickest and straightest it ever moved, it headed in one direction out of sight and never came back."

Over 30,000 eyewitnesses

As stated, there are many similar reports from thousands of witnesses in the New York/Connecticut area. Since 1983, investigators have interviewed more than 2,000 people who have reported something unusual in the night sky. Reports were so numerous that often only the more spectacular or strange ones were investigated. *It is estimated that over 30,000 individuals have seen a very large, low flying, almost silent object displaying variable lighting, hovering, moving slowly, suddenly accelerating and generally behaving almost as if to attract attention to itself.* Within a month after its initial appearance, light aircraft displaying non-regulation lights began flying over the same areas in various formations. These aircraft and their pilots were elusive and occasionally diverted to alternate airports when investigators would wait for them at airstrips. The

FAA promised an inquiry into their activities, but somehow this never materialized.

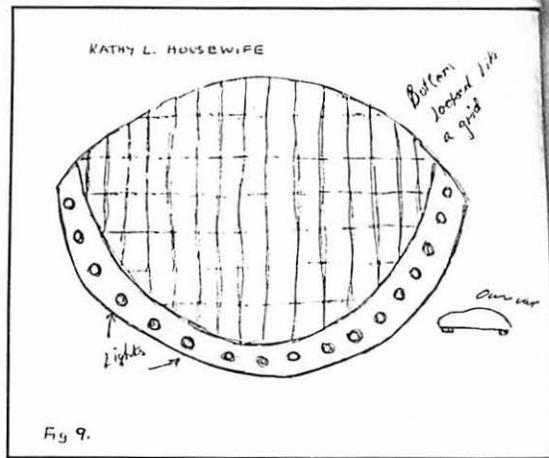
Police officers gagged

Police officers who have seen the UFO have reported, somewhat angrily, attempts to censor their statements. They have stated that their chiefs have instructed them to refer to UFO sightings as aircraft activity. They have also reported visits to their chiefs' offices by federal agents attempting to "keep a lid" on the activity. These officers emphatically say that what they saw was not aircraft activity. One patrolman reported seeing the object move slowly over his cruiser, stop, rotate on its own axis, and cruise slowly back over him again.

The apparent reaction of authorities to this concentrated and enduring UFO wave has been to cover it up, provide "rational" explanations, and to keep the public in the dark. The light aircraft continue to fly, although they are now easily recognized for what they are. In fact, many of the witnesses of the UFO have seen both it and the aircraft formations. They agree that there is no confusing the two. These witnesses are from all walks of life. Many of them are senior executives, engineers, pilots, doctors, lawyers, educators — in short, the witnesses of this phenomenon are very numerous and reliable. A large part of the public has of course readily accepted the "aircraft formation" explanation. A minority, but a significantly large minority, has not. The numbers of witnesses grows monthly. At some point the Government will have to admit to the reality of these unexplained occurrences. One of the foremost Presidents of the United States, Abraham Lincoln, made a statement that applies most succinctly: "You may fool all the people some of the time, you can even fool some of the people all the time, but you can't fool all of the people all the time."

Nuclear plants patrolled

There are two examples that most clearly show the almost frantic efforts on the part of authorities to cover up and explain away the reports of this wave of UFO activity. The first came to the attention of the public in early 1985, again through the unceasing efforts of Phil Imbrogno and George Lesnick. On January 12th, two newspapers ran startling and controversial headlines. "NUKE PLANT GUARDS REPORT HOVERING UFOs" appeared in the *Journal-News* of Nyack, New York. "UFOs — DID ALIENS BUZZ INDIAN POINT PLANT?" read the *Reporter-Dispatch* of White Plains, N.Y. In these articles, Imbrogno stated that on July 24th, 1984, a huge "V"-shaped UFO slowly descended to within several hundred yards of the Indian Point nuclear facility. *He reported that guards became alarmed, shotguns were issued and nearby Fort Smith was alerted. Plant authorities denied the incident and came close to slander in their statements.* John Branci-



forte, security co-ordinator at Indian Point, stated "He (Imbrogno) could possibly be making it up or he took what they (witnesses) gave him and stretched it out. I think people are going to publish stories on hysteria and misinformation. As far as I'm concerned, it's pure speculation."

The actual story, related by Lt. Lesnick, sounds like science fiction. Lt. Lesnick was with Imbrogno throughout the investigation of the incident. George Lesnick has worked as a police officer for the town of Fairfield, Connecticut, for twenty-nine years. He is a healthy, robust, straightforward man who has received numerous commendations for saving lives, solving burglaries and kidnap cases, and generally serving his community as a dedicated and professional police officer. His comments and investigations of a case are those of a professional, accustomed to cross-examination in the courtroom. He does not "stretch facts". If George is not absolutely sure of his material he does not speculate. I spoke with him several times to get the facts of the incident straight.

Twenty-month "wave"

In October of 1984, Lesnick, Imbrogno and Dr. J. Allen Hynck were being interviewed by Lee Spiegol of NBC radio. They were discussing the now twenty-month-long wave of UFO activity over the eastern United States. After the show, the investigators received a number of calls. One came from a security officer at the nuclear plant. He wanted to discuss an incident involving a huge UFO, and he wanted to discuss it in person. A time and a place were arranged for an interview. George and Phil arrived for the meeting to find the officer and five other guards willing to relate their experience. The investigators separated them into two groups of three each, to see if their stories compared favourably.

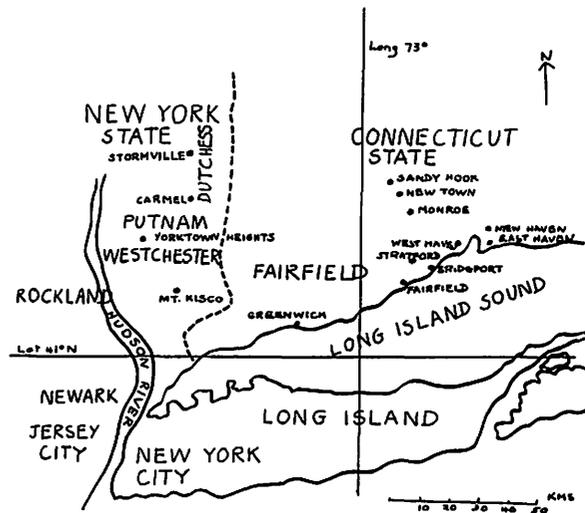
All six guards related the same story. On the evening of July 24, 1984, a huge V-shaped object, displaying the two rows of bright, glowing lights, descended slowly to an altitude of less than 500 feet and approached the nuclear facility to within 100 yards. The second-shift security officers were startled and unsure of how to react. The object slowly came closer to the plant until it was hovering almost directly over them, emitting a low humming noise. Fifteen guards were involved, and someone gave the order to issue shotguns. Shortly afterwards another order was issued to contact the Army at nearby Fort Smith. After approximately fifteen minutes, the admittedly nervous guards watched as the object slowly drifted away and then abruptly accelerated upwards and to the north-west.

Investigators blocked

The investigators made appointments to meet with the guards again and talked with residents living near the facility. They found twenty more witnesses to the unusual activity that evening. In the face of this eyewitness testimony, plant authorities flatly denied the whole thing. When asked about the records of the security cameras, Lt. Lesnick was told that the cameras "weren't loaded" that night. As a professional police officer, Lesnick found this difficult to believe. *The investigators were unable to meet again with the plant security officers or to even reach them by phone. One guard called and said simply that he could not talk or meet with them again as his job was on the line. In considering this information, one wonders why the plant authorities made such extreme efforts to conceal and deny the facts. The UFO caused no damage. Certainly denying the facts and silencing the witnesses is a poor tactic if the plant management wished to downplay the incident simply due to cultural pressures. Executives in all walks of life are well aware that a much more reasonable ploy would be to admit that the guards did see something, but misinterpreted it. It almost seems as if the atmosphere around this incident was one of near-panic. This implies a fear of the UFO phenomenon not warranted by the actual nature of the incident. Could this fear have been transmitted by federal authorities anxious to keep the public calm in the face of other, more serious incidents? Could those at higher levels of national security be themselves fearful of public reaction to, say, the reports of UFO interferences with strategic missile installations?*

The formations of planes

The second example of the extreme efforts being attempted to cover up this wave of activity began in February of 1985. I had contacted Jim Montavalli, managing editor of the *Fairfield Advocate*, and asked if he was interested in running an article on the UFO



reports from the local area. Jim proved to be an interested and open-minded man, and he ran an enthusiastic article in the February 20th issue of his paper. As he interviewed me, I impressed upon him the fact that the two most informed and active investigators were George Lesnick and Phil Imbrogno. Montavalli contacted them and arranged for an hour-long television interview about their investigations on his weekly programme "What Do You Think?" The show was well advertised for a week in advance and was presented live on WUBC, Channel Twelve from 8.00 to 9.00 pm on the evening of March 20th, 1985. *Just as the show ended and everyone was leaving, an apparently immense ring of slowly moving lights came on directly over the Bridgeport (Ct.) studio. From Bridgeport the formation of unusual lights moved over New Haven and into central Connecticut, putting on a display seen by thousands of people. I saw them while driving on route 34 near New Haven, and, like many other motorists, pulled over and got out to observe them in detail.*

The display lasted nearly ten minutes from my position and nearly caused several accidents as more and more drivers stopped to watch. *It was not a UFO. As I watched, the lights turned inland over New Haven and I realized that they must be aircraft. There were eight of them and their precision was almost perfect. Then four of the planes broke formation slightly, reforming after the turn. They seemed to be between five and seven thousand feet up and were displaying steady, bright red lights, a clear breach of FAA flight regulations. The next day headlines throughout the State of Connecticut loudly condemned the pilots for nearly causing accidents on many major highways. Demands were made for an FAA investigation. The pilots were never found. Paul Estefan, administrator of*

Danbury Municipal Airport, dispatched a plane to track the lights and the pilot reported that they were light aircraft. He tracked them to two separate airports in New York state. Estefan, however, refused to name the airports,¹ saying that the pilots had not really broken any laws.

Was it really a coincidence that these planes put on a display that began just as the Channel Twelve show ended? Was it really coincidence that immediately after Lesnick and Imbrogno presented the evidence of two years of solid investigation, the perfect and easily accepted explanation casually flew over? Was it really a coincidence that this explanation flew over the exact area where the show was being seen? From years of patient inquiry into the UFO phenomenon, I can assure you it was not.

The panic in high places: Mankind impotent

UFOs have profoundly alarmed those at high levels of national security in almost all the countries of our planet. They have effortlessly rendered ICBM sites ineffective, easily evaded interception attempts by the most advanced aircraft of the United States and the Soviet Union and destroyed anti-aircraft missiles launched at them with a technology far beyond our own. They have, at the same time, made a distinct and almost mythological impression on people throughout the world. They have not displayed overt hostility² towards individuals, have not landed and disrupted our society, and have shown no inclination to do so as yet. We may evolve into a unified world which peacefully moves out to explore our solar system, our universe. In such a case, UFOs may not make open and direct contact for hundreds of years. It may take that long for us to develop socially to the point where we would not be totally disrupted by such contact. We may also attempt to violently commit nuclear suicide, poisoning our world, killing all lifeforms on our planet. In such a case, somebody may come down and take our toys away, scolding us severely and imposing their own order upon us. It seems to be our choice.

In reaching these kinds of conclusions, we must understand that the majority of people in the United States do not have a firm grasp on the UFO reality. Most simply avoid it. The avoidance manoeuvres are varied: scientists, in general, see the UFO scene as a can of worms, full of inconsistencies; the media, especially the national media, still treat the subject with tongue in cheek; authorities, from local police to those visible public servants up to and including the President, simply deny it or explain it away as misidentification of natural or man-made phenomena. A significant proportion of the population treat it in a semi-superstitious manner, in much the same way religious prophecies are treated. It is important to re-

alize that these attitudes are not symptoms of a "planned cover-up", at least for the most part. Habitual attitudes such as these are more the symptoms of the cultural consensus reality within which we all usually function.

The realities of our world are largely our own creation. Reality is only a word, a concept. In trying to understand that concept, in trying to delineate its boundaries we very often create that reality most comfortable to ourselves and those around us. This process leads to the consensus "reality" which most of us share and support. People often ask me "Do you believe in UFOs?" My most consistent reply is "No, do you believe in helicopters?"

The "arms race" and arms control

Perhaps one way of seeing this is in relating it to something more clearly "real" in the current world culture. We might ask each other "Do you believe in arms control?" Many would say that they firmly believe in arms control. This does not make arms control a reality. Whether one "believes in" a concept or not does not determine its reality. Such belief systems may help to bring about some of those realities, especially if acted upon in a creative manner. UFOs are a reality not subject to our belief systems, although it seems they have initiated numerous "beliefs", "mythologies" and even possibly "religions", *UFOs exist. The evidence for that existence is now much too solid to deny. That evidence could be an underlying force behind our rapidly evolving military technology. Deep-seated fears of what we label as the "unknown" may be a factor in our feverish arms race.* It is even almost comforting to realize that now, as we peer off into the darkness of our self-created position, we could, if unified, at least have some chance to "battle" those "dark forces of the unknown". Unfortunately, those "dark forces" are largely creations of our own imaginations. Alien invaders haven't yet arrived to enslave us. In fact I should imagine any advanced life form would be hesitant to try. We are an aggressive and pugnacious species and would make very poor slaves.

An "ineffable reality"?

The human race is rapidly moving into an age where the nature of "reality" is changing every day. We need to understand how completely we create and maintain that kind of reality where we all pretty much agree on "how things are". The ultimate reality of our existence is still very much of a mystery, even to those scientists who specialize in exploring and defining it. We are directly part of a matter/energy universe which is only now beginning to be somewhat understood. Small-particle physicists, those closest to what we might call "ultimate" reality, readily admit that at this stage of

on a reinforcement schedule. Often these appearances coincide with demonstrations of the technological ease with which missile bases are electronically nullified, interceptor aircraft easily outdistanced, and anti-aircraft missiles destroyed at launch. Examples of these kinds of incidents are coming more and more into the public eye.

Perhaps it is time we started growing up. Our visitors, friendly or not, certainly cannot afford to let us come swarming off our planet loaded for bear. What would you do if you were up there looking down on a planet whose dominant lifeform seems to be preoccupied with making bigger, better and deadlier devices to either kill themselves or to keep each other from killing themselves? It would seem our visitors have been extremely patient. Perhaps they can help. Perhaps not. Perhaps they are *angelic*, attempting to help only indirectly. Perhaps they are *demonic*, attempting to move us onward towards "Armageddon". Perhaps they are neither.

Here we sit, our haloes held up by our horns, for the most part unaware of the real nature of our visitors. Perhaps that nature is unimportant. Perhaps

more important is our own perception of *their* nature. Perhaps, just perhaps, we can help ourselves. With the awareness that the universe is not our enemy, that it is just the opposite, we might possibly move into a future of tremendous potential. We are growing up. Hopefully we shall share our movement into racial maturity with others who seem to have already evolved towards social and racial sanity. Again, it is our choice. We are, after all, fairly intelligent, especially when we're not chasing each other through the treetops.

FOOTNOTES BY EDITOR, FSR

1. In their article "Boomerang" Update: Part 2, Philip Imbrogno, George Lesnick and Chris Clark mentioned Stormville Airport in Dutchess County of New York State as a source of these small aircraft flying in formation. (See FSR 30/3, page 21.)
2. I fear that many experienced investigators of our subject would not venture to utter so optimistic a view!
3. And particularly so, inasmuch as here Mr Collins agrees that several groups, or several species, of visitors appear to be involved!

DELTA-WINGS AND "BOOMERANGS"

OUR Mail Bag section in this issue contains an interesting letter from Mrs. Joan Richardson about a delta-shaped or crescent-shaped craft which she saw flying over Hampshire, in the southern part of England, so much as 33 or 34 years ago!

I give below a photostatic copy of an article which appeared in the London *Daily Telegraph* on December 28, 1982 and which describes some of the most advanced craft that our designers have been thinking up, and gives sketches of them.

No doubt many folk will like to tell us that the first sketch, entitled the *Delta Spanwing Loader*, shows the machine which Mrs. Richardson saw in 1951 or 1952 and which at least 30,000 people saw over New York State in 1983 and which Antonio Ribera saw over Catalonia in 1984 (see the articles "Boomerang" Over Three Counties and "Boomerang" Update in FSR Vol. 30, No. 3, and A "Boomerang" In Spain in FSR Vol. 31, No. 1.)

The trouble about this theory, however, is that, according to the article in the *Daily Telegraph*, the Lockheed-Georgia Company have not yet built the *Delta Wing Spanloader*. It is planned for 1995. It will carry a payload of 770,000 lbs. (i.e. pounds) for a distance of 3,500 miles, the whole cargo being inside the delta-wing, thus eliminating fuselage weight and drag.
— G.C.

PERSONAL COLUMN
(£0.50 per line or part, e.g. £2.00
for 3 lines plus a part line)

UFOs, ANCIENT MYSTERIES, Fortean literature. Books and magazines bought and sold. SAE catalogue. John Trotter, 11 Laurel Way, London N20 8HR.

"MESSAGES OF LIGHT", by Joan Brown. Price £1.25, or \$5 by air, from Mrs Ida Cole, 21 Bewley Court, Chard, Somerset TA20 1LP.

THE ARCHETYPE EXPERIENCE. Resolving the UFO Mystery and the Riddle of Biblical Prophecy Using C. G. Jung's Concept of Synchronicity, by Dr Gregory Little. A systematic analysis of UFOs, abductions, and other paranormal phenomena that presents a comprehensive theory explaining the phenomena by following Jung's speculations to their logical conclusions. Softback, 204 pp., indexes, references, \$14 post-paid in U.S.A.; \$15 non-U.S.A. Rainbow Books, POB 1069, Moore Haven, FL 33471, U.S.A.

COMING SOON IN FSR

Dennis Stacy:	UFOs and the CIA: The early years
Bill Chaiker:	The UFO Connection: startling implications for Australia's North West Cape, and for Australia's security
Bill Chaiker:	The "Bent Headlights Beam" case revisited
Paul Whitehead:	Science comes under attack — and the 'Hologram Universe' is proposed
Antonio Ribera:	The Jinn and the Dolmen: the most amazing abduction case yet
Irene Granchi:	Herminio and Bianca: another extraordinary case from Brazil
"Tall Tales"	(?) from Russia and elsewhere
"Crashed UFO"	revelations: an interesting new development