

JUST

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EDITORIAL

During my 20 years of UFO investigation I have run across many reports by sincere individuals of crashed UFOs and alien bodies discovered and retrieved by the U.S. Air Force. Needless to say, these reports are usually met with great skepticism mainly because no evidence can be brought forth to prove that said reports actually happened. We are left with rumors and precious little to investigate.

The consensus of public opinion on these matters is that if the Air Force did in fact have crashed UFOs and bodies on ice, this fact would eventually become widely known. This would not necessarily be the case, however. If the Air Force had such evidence in their hands, it would be highly classified and only a select few would have access to this information. Individuals involved in retrieval events would have to be silenced for a long period of time.

This silencing has been enforced in the form of secrecy oaths which, we are told, individuals involved in crash/retrieval cases are required to sign. Severe penalties can be invoked if the signee violates the conditions of the oath, which often can cover a person's lifetime. Unfortunately, when we hear these stories by eyewitnesses and ask them to sign statements affirming to the

truthfulness of the report, they refuse; not because they are lying but because they are afraid of reprisals.

Let one think that crash/retrieval witnesses are engaged in a game of crying "wolf", let's look at a few examples of rumors which had more than a bit of fluff behind them:

Prior to World War 2, rumors warned of an imminent attack by Japan. The President told the American people that this would not happen. Peace negotiations were in progress on December 7, 1941, the "date which will live in infamy", and gave lie to the President's reassurances that there would be no war. The rumors were correct.

During the latter part of the war with Japan, rumors were rife that the government was developing a bomb which exploded by means of nuclear fission and that this bomb was, by itself, capable of ending the war. When questioned about this story, the government denied that such a thing existed because the technology to develop it did not exist. We all know what occurred when the bomb that could not exist was dropped on Hiroshima.

When the break-in occurred at the Watergate apartments, suspicions and rumors had the President knowledgeable of the crime and actively involved in a criminal cover-up. We were assured by officialdom that the

President was not implicated in any way with this. It took two reporters to take stock in the rumors and after their investigation was initiated, one of the biggest stories of the century was laid before the public.

Therefore, when you hear a rumor about crashed UFOs and retrievals, reflect upon past rumors-come-true and investigate the story. And most especially, be suspicious of and probe behind official pronouncements on UFOs. After CAUS's investigation, we have found that government tales of UFOlogy's demise have been greatly exaggerated.

Larry Fawcett

MYSTERY CLOUD IN THE PACIFIC STIRS INTEREST HERE

Earlier this year CAUS received an indication that a peculiar event took place in the Pacific. Word of mouth told of a radio broadcast by commentator Paul Harvey that a strange cloud was seen by a number of airliners on flights between Tokyo, Japan and Anchorage, Alaska and that radioactivity was of possible concern. We had no more specific information than that. No press reports were published as far as we could see so the story was mentally filed away for later action since, at the time, we were occupied with the release of CLEAR INTENT.

Another brief note on the strange cloud appeared in OMNI magazine (October 84, pg. 138) and quoted a Federal Aviation Administration spokesman, who dismissed the sightings as a "standing lenticular cloud".

This was all that CAUS needed to take action. On September 9, 84, Barry Greenwood filed an FOIA request with the FAA's Alaskan Regional office in Anchorage, asking for all documents relating to this incident. A copy of the OMNI piece was enclosed with the letter.

The FAA's Alaskan Region FOIA Coordinator, Ivy P. Moore, respon-

ded to the request on October 12 with 9 pages of data, which included a transcript of Japan Airlines 36 communications to Anchorage International Flight Service on April 9, 84; two newspaper articles from the Anchorage Daily News dated April 10 and 12; reports of interviews with crews of three air flights reporting the sighting and two pages of maps showing the location of the sighting.

On November 5, another envelope was received from the FAA's Director of Civil Aviation Security in Washington, D.C., Billie H. Vincent, with a 27 page file on the mystery cloud sightings (the Alaskan request having been forwarded to FAA/HQ for further response). More maps and interviews were included, some duplicating the first file.

The facts on this story as we see them are as follows:

On April 9, 1984, Captain C.H. McDade was piloting Japan Air Lines flight 36 from Tokyo to Anchorage. He told FAA Special Agent Jim Derry that he was flying at 33,000 feet on air route A90 at approximately 1349 GMT at position N38°35' E146° when he observed a strange cloud formation appearing below his aircraft. The formation took the shape of a large sphere moving up and away from a stratiform layer of clouds at about 14,000 feet. He said that the formation increased in size rapidly and was estimated to be between 50 and 125 nautical miles from his aircraft. The sphere continued to enlarge and climb until it reached 60,000 feet and a diameter of 200 miles. A short period of turbulence was experienced for about 12 seconds. The formation dissipated at 1440 GMT. No flash of light or noise was detected. No abnormal equipment operation was noticed and no changes in wind speed or direction occurred.

Captain Cornelis Vander Berg of Dutch KLM flight 868 was flying about 33 minutes ahead of JAL 36 on the same air route. He and his crew saw this strange formation in the northwest. He said that a bubble appeared to be rising out of a low

level stratus cloud layer well below and about 100 miles away. The bubble increased in size and formed a sphere which separated from the cloud layer and continued its size increase. At first the cloud was opaque but as it became larger one could see stars through it. The development continued until the sphere was huge, then it suddenly dissipated. Total time from first appearance to disappearance was about 50 minutes. He said, and the First Officer agreed, that he had never seen anything like it before. Once again no other unusual effects were observed.

Captain Mike Howe of Flying Tigers flight 78 was flying 23 minutes behind JAL 36 on the same air route, A90. He was flying level at 29,000 feet when he heard the other aircraft radioing data on the sighting. There was limited visibility at that altitude so he could not see the formation but a radio report from Flying Tigers flight 22 piloted by a Captain Presley indicated that Presley had seen a saucer-shaped cloud of great size at the air route intersection known as PAWES. Presley's weather radar showed no indication of the formation.

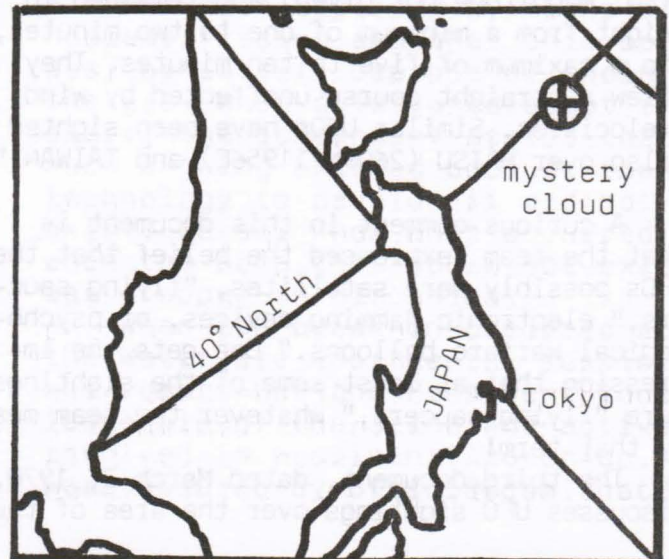
Mr. Dough Happ, First Officer on Flying Tigers flight 72, stated to FAA Special Agent Luis Gomez in a later interview in San Francisco that while on a flight to Anchorage, he saw a half-circle cloud, light gray in color, from the left side of his aircraft on the same date. The cloud appeared to be coming from the direction of Tokyo and approaching his location. Happ described the cloud as being about 2 miles across and it gradually formed into the shape of a mushroom. No shock wave or flash was observed and no instrument failure was noticed. Happ said that he had never observed a cloud like that before.

All the flights were checked for radiation in the event that the cloud may have been the result of a nuclear explosion. One aircraft, the KLM, was checked at Elmendorf Air Force Base in Anchorage with negative results and the others were checked at Anchorage International by Sidney Heidersdorf, a radiological physicist with the state Department of Health and Social Services. Once again, negative results.

Another explanation considered was that the Soviet Union was testing missiles in the area west of the Kamchatka Peninsula but the timing of the tests did not coincide with the cloud sightings. Additionally, the test area was 350 miles from the cloud. A nuclear cause for the cloud was totally discarded when Japan's Defense Agency sent an F-4 Phantom jet to the scene to collect air samples on the day after the sightings. A Defense Agency spokesman said:

"Analysis by experts at our technological research institute showed no abnormal levels of radioactivity were detected in the dust collected from the scene."

So we are left with a strange cloud and no adequate explanation. While strange, the phenomenon displayed is not unknown. If one consults CLEAR INTENT (pg. 91), a very similar cloud was reported over the nation of Kuwait in 1980. Once again, experienced pilots were baffled by the appearance of this mystery hemispherical-shaped object. Could any meteorologists shed light on the phenomenon?



ARMY INTELLIGENCE FILES RELEASED

CAUS member Michael Charest recently advised us that he has obtained three documents from US Army Intelligence files via the National Security Agency. Charest directed his request to the NSA on March 10, 1984 and was told that they were in possession of Army Intelligence records on UFOs and that said records were forwarded to the headquarters of the Army Intelligence and Security Command for clearance. The documents were released on October 3, 1984. All three are Department of Defense Intelligence Information Reports which, as usual, are heavily censored.

The first document, dated August 19, 1968, deals with sightings of UFOs over South China on July 17, 1968. All information is deleted except for two references to earlier messages about UFOs which CAUS is presently pursuing.

The second document is dated October 14, 1968, and discusses an investigation of UFOs by a "technical team" in the area of the offshore islands of Taiwan and the Taiwan Strait during July-August 1968. An extract follows:

"Starting on 17 July 68, UFOs have been sighted flying over KINMEN (Quemoy) Island (2427N/11823E) daily between 1915 and 2130 hours and sometimes between 0400 and 0500 hours. They flew mostly from east to west and sometimes from north to south at an estimated altitude of 20,000 to 100,000 feet. Their speed approximated that of a "man-made satellite," and sometimes "a little faster" (EN: Sic, but no actual speed figure was reported). The team members personally observed six UFOs on 12 Aug and four on 13 Aug 68."

"The UFOs appeared to be as bright as a star (EN: Magnitude not given) and remained in sight from a minimum of one to two minutes, to a maximum of five to ten minutes. They flew a straight course unaffected by wind velocities. Similar UFOs have been sighted also over MATSU (2609N/11956E) and TAIWAN."

A curious comment in this document is that the team "expressed the belief that the UFOs possibly were satellites, "flying saucers," electronic jamming devices, or psychological warfare balloons." One gets the impression that at least some of the sightings were "flying saucers," whatever the team meant by that term!

The third document, dated March 7, 1970, discusses UFO sightings over the area of the

Korean Demilitarized Zone (DMZ). On several occasions large, balloon-shaped objects were seen at high altitude just north of the extreme eastern sector of the DMZ. The UFOs penetrated the air space of South Korea and traveled in a general southeasterly direction since the beginning of the year. The objects were said to have "exploded" in some instances, and efforts by South Korea to recover debris were fruitless.

We ask anyone who has recovered documentation, like Mr. Charest has, to please let us know as soon as possible so that we may analyse and report the results.

FAA RELEASES DOCUMENTATION ON THE WAVE OVER NEW YORK STATE

In an August 28, 1984, document released to us on October 18, the FAA stated the following:

"On June 27, 1984, Mr. John Jordan of Westchester County, N.Y. phoned. He reported seeing a UFO the previous evening. The FAA provided Mr. Jordan with the phone number of the government unit (U.S.A.F.) with responsibility for UFO investigation. The number given was 303-473-4010 Ext. 3200. The FAA then contacted the U.S.A.F. office and suggested that Mr. Jordan be contacted for details concerning his UFO sighting."

Several persons have already called this number to discover that it belonged to NORAD Headquarters in Colorado. When asked about being the "unit" mentioned above, a NORAD spokesperson denied this and said that the government was out of the UFO business. NORAD also denied having UFO sighting report forms, a point which has already been exploded in CLEAR INTENT (App. B, pgs. 245-251).

We suspect that the FAA gave the phone number inadvertently, when it was actually intended to be used by agencies to report UFO incidents to NORAD.

WILD RUMORS--AN UPDATE

The story about the USS Nimitz being connected to the Cash/Landrum report in the previous JUST CAUSE can now be said to be untrue. A recent letter from the Navy indicates that the Nimitz was in Norfolk, Va. at the time of the sighting. Please remember that stories in this column should not be accepted as fact until documented. The purpose of WILD RUMORS is to throw a story out to those who may have knowledge of the incident, whether pro or con, for conclusive evaluation of the rumor.