

SUNlite

Shedding some light on UFOlogy and UFOs

*If it looks like a duck, swims like a duck, and quacks like a duck,
then it probably is a duck.*

Volume 9 Number 2

March-April 2017



Cover: The planet Venus seen through heavy cirrus clouds. Venus is a common thread this issue as I discuss two cases that probably were the planet Venus.

Right: CEFAA's recent video of an airplane and promoted as evidence of UAPs reminded me of Lucy asking Charlie Brown to trust her to keep the ball still while he kicked the ball. She always pulled it away at the last minute resulting in poor Charlie Brown laying flat on his back.

TABLE OF CONTENTS

Who's blogging UFOs.....	2-3
Another black eye for CEFAA.....	4-10
UFO Evidence under review: April 8, 1956: The Ryan case.....	11-15
The 701 Club: April 30, 1966 Sacramento, California.....	16-18

Fool me once....?

The year started with a bang when Leslie Kean promoted another video from her favorite UAP study group. Chile's CEFAA has presented some questionable evidence in the past but Kean still trusts them because she has built a close friendship with their leadership. Since she is in constant contact with CEFAA, I have to wonder if she is on the CEFAA payroll as their public relations director. Unfortunately for Kean, CEFAA failed her again and she promoted another video that was explained by skeptics in just a few days. I have to wonder how long CEFAA is going to continue wasting the Chilean government's money and how long Kean is going to continue being "Charlie Brown" to their "Lucy". After twenty years, CEFAA has yet to prove that UAPs pose any threat to aircraft but they have demonstrated they are incapable of evaluating these cases objectively.

This brings us to the promises UFOlogy continues to make to its followers. How many times have we heard that a certain UFO event was going to bring about the great revelation so desired by UFOlogists? NICAP promised congressional hearings. The Paradigm Research Group has made similar promises. Prominent UFOlogists are constantly telling us the case they are working upon will reveal that UFOs/UAPs are alien spaceships or something "unknown to science". Central in all of these promises is the idea that there is a world wide conspiracy with the US government as the prime suspect for running it. It has been almost seventy years since the modern UFO era began and UFOlogy is no closer to the answer it desires. We continue to hear the same promises with no results. I cannot decide if UFOlogy is Lucy, Charlie Brown, or both?

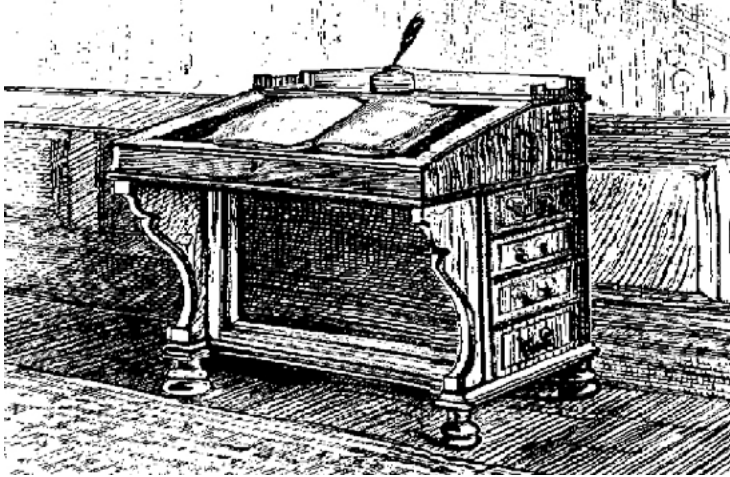
For those NARCAP fans, I was informed that Dr. Richard Haines retired from UFOlogy. Haines was the primary scientist for NARCAP and his departure may mean that NARCAP will now be nothing more than a name and a web site. The bulk of their writings come directly from Haines. Perhaps this is why Roe chose to create his new UFO study group where he could encourage more "UFO scientists" to submit reports that he can promote.

Readers might notice that there is no Roswell corner this month. That is because nobody has written anything new on the subject. Dr. Rios is still out there trying to get everyone to believe that the "Roswell slides" show a "non-human" body but that is old news. Very few people, outside of his followers, really accept his conclusions. It has been debunked. He just can't accept he was wrong about this.

Finally, last issue I said some things about planetarium directors that were not quite accurate. After talking to Bob Young, I think the statement that planetariums usually cater to the public instead of science may have been a bit harsh. I think a more accurate statement is that planetarium directors "sometimes" cater to the public's desire for the fantastic while ignoring the science that demonstrates these stories are not likely.

Who's blogging UFOs?

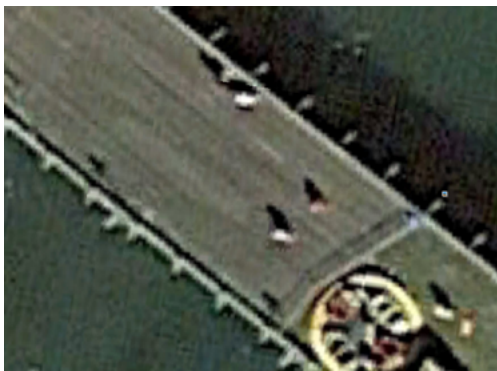
Hot topics and varied opinions



“Professional UFO spotter”, John Mooner, supposedly had the honor of seeing the world’s first UFO for 2017. After careful examination, it looks like an airplane contrail with the airplane reflecting sunlight. However, the camera is not set at infinity and, as a result, the image is out of focus. This is why the glint off the plane is circular. Calling himself “the chief photographer for world UFO photos” sounds impressive but he appears to be just some guy with a good camera, who does not understand how it works.

Mooner then proclaimed he had evidence of his “alien abduction” on Google earth. According to him, the satellite image showed three UFOs in the area around his home. “UFO of Interest” blogger, Scott Brando, looked into it and discovered that the “UFOs” were nothing more than reflections off of green house glass windows. Additional claims by Mooner is that the images also show him fighting an alien. The resolution of the Google Earth image is not good enough to show

individual people, with their arms extended, unless Mooner claims to be about the size of a small car. In the left image one can see how individual people on a pier appear in Google Earth. Compare this to the “Mooner fighting an alien” image on the right. It is



obvious that what is visible in Mooner’s image is not an actual person but some form of structure in a yard.

It is hard to accept the claims of John Mooner based on all of this information. He is another one of these UFO aficionados that are either incapable of telling the truth or are living in a fantasy world where they are blinded by their own beliefs.

Colonel Halt seems to find Steve Longero’s story rather contrived. Like my comments last issue, Halt points out the alarms at the WSA could not have gone off as he described and he did not see Halt out in the woods. Longero seems to be another individual in a long line of ex-military wannabes trying to get attention because they happen to have been in a specific location at the time a UFO legend was born.

While CEFAA was making itself look ridiculous with a new infraRed video, there next door neighbor, Argentina, “debunked” 40 UFO sightings. It would be interesting to know how many total sightings there were and what events were “debunked”.

Robert Sheaffer reports that the explanation for the Jimmy Carter sighting of 1969 may not have been Venus. It seems that another researcher, by the name of Carl Justus, has discovered the possibility that a barium release into the upper atmosphere by a rocket launched from Eglin AFB, in Florida, could have been seen by Carter. It is an interesting theory and one could even suggest that both objects may have been involved since both would appear in the same region of the sky.

The CIA released a whole bunch of declassified files, which includes some related to UFOs. While there appears to be no “smoking guns”, UFO historians might find something new.

Jan Harzan says that 30% of the sightings they receive remain “unexplained”. Of course, we don’t see any data to support this claim. I am just curious as to how many of those cases might be able to be explained if a skeptic or more objective person examined them. Like Hanger One, one might suspect that Harzan is simply making some of this up. Without data, one cannot say for sure.

Harzan also made an appearance in Forbes where he talked about UFOs. Harzan seems to think that “Hanger one” was a success. I guess if the goal was to distort the truth or present wild stories, it was a success. For the informed individual, it was a joke. My guess is that the author of the article, Jim Clash, was simply spoon fed the answers to his questions. Had an actual interview been

Who's blogging UFOs? (Cont'd)

conducted, the reporter would have asked the appropriate follow-up questions to Harzan's answers.

Gilles Fernandez posted a blog entry noting how UFO and IFO reports are similar in nature. William Hartman noted this in the Condon study when he investigated the Zond IV sightings. A certain percentage of these reports were exaggerated to the point that, if only one or two of these reports existed for this event, UFOlogists might have considered it a UFO that defied explanation. The 1996 Yukon mother ship case is a good example of how this can happen.

Another person looking at Google earth thought they had discovered a saucer on a runway near NASA's JPL offices in Pasadena. The truth of the matter is that it was nothing more than a container or an upside down antenna dish that had been laid onto the ground. A few NASA scientists were made aware of the claim and chose to photograph themselves standing by the "saucer". This is what you get when UFOlogists play with Google earth images. They simply don't have the ability to differentiate between seeing things they want to see and what things really are.

Newsweek wrote a story stating that science might be able to explain alien abductions. It covered most of the same old ground. I am sure those who claim to have been abducted will strongly disagree with what was written in the article. They may have missed the statement at the end, which said that science can not easily explain every abduction case. Like some UFO sightings, abductions tend to be single person stories that are difficult to verify or analyze.

Tim Hebert has ceased blogging about UFOs. Like many people, he apparently has become bored with UFOlogy. I understand how he feels. Fortunately, his blog, and all of the information it presents, will remain. Good luck in your future endeavors Tim.

Dr. Plaitt moved his bad astronomy blog to the SYFY web site! He does not talk about UFOs very often but I find his commentary on other things worth reading.

Rich Reynolds posted a link to a 2014 story about Keith Basterfield stating he has the possible solution to the infamous Westfall UFO landing case. His solution involves a downed research balloon. One cannot verify the case because the records of balloon flights are not complete. There are no records for one flight launched the day before the incident other than it was an "Ash-can" flight. These were balloons designed to fly high and collect radioactive fallout from Soviet nuclear tests. Their recovery was important and probably involved personnel in military uniforms.

A mid-February launch of a trident missile off of the California coast sparked UFO reports. NUFORC had five reports from the California area centered around 6:20 AM. MUFON had four. Hopefully, they will be properly classified by MUFON. Their lack of transparency makes me wonder. James Oberg recently posted an article about rocket booster's venting fuel creating UFO reports. In an interesting coincidence, a Falcon 9 rocket, launched on the same day his document was posted, generated plenty of videos of "strange lights" from Kuwait and Iran. Ravi Jagtiani was the first to demonstrate it was booster rocket from the launch. It was quickly confirmed by Spaceflight 101's web site as being a de-orbit burn.

Robert Sheaffer gave his annual report about the international UFO congress in Phoenix. It appears that the twenty year anniversary of the "Phoenix lights" was a big deal. Of course, UFOlogists always live in the past and often ignore information that suggests the story is not as exotic as told. Robert apparently had an exchange with James Fox regarding Fyfe Symmington's story on that night. When Sheaffer laid out the case for him lying, Fox found ways to ignore the evidence in favor of the story he was promoting. UFOlogy always finds a way to ignore evidence that does not support their own preconceived ideas. As always, I direct people to SUNlite 2-3 for a different interpretation of the March 13, 1997 event. Robert would later add that the Battle of LA remains a "classic" case and was promoted at the congress. I examined that case in SUNlite 3-1 and, in my opinion, it was due to trigger happy gunners who started the event by firing at an illuminated weather balloon. Reading further in Robert's blog, we discover that Richard Dolan was complaining about how the news media was ridiculing the UFO subject! This is so amusing because Dolan is one of the individuals, who has been responsible for all this ridicule. He starred in Hanger one and was a speaker for the Roswell slides fiasco. Those two events demonstrated how gullible he is and that he is more responsible for the ridicule the subject gets than any conspiracy he has created in his own mind. Follow the links to read Robert's complete description of the congress. One of these days, I will have to go out west to experience this "extravaganza".

Mark O'Connell has left MUFON because his state director was trying to promote books and tell him how to classify cases before he had investigated them. O'Connell also reports that she had used the power of her position to change his conclusions regarding the cases he had already investigated. No wonder MUFON's Harzan can have a 30% "unidentified" rate! If too many cases are being solved, he can simply request that state directors fudge the numbers! Is this routine for MUFON or is this an isolated case?

Another black eye for CEFAA

The Committee for Studies of Anomalous Aerial Phenomena (CEFAA) is Chile's answer to the UFO question. This organization, under the leadership of General Ricardo Bermudez (and now Jose Lay), has promoted quite a few cases in the past decade that they consider evidence of something unknown being visible in the sky. Most notable was the 2012 El Bosque air show videos (See SUNlite 4-3), which Leslie Kean had considered to be the kind of evidence that skeptics feared. That video did not survive scrutiny by skeptics, who demonstrated that the UFOs were nothing more than bugs. There were other cases that were promoted and found to be suspect as well.¹ Needless to say, CEFAA's track record for fully investigating such cases was already suspect when Leslie Kean publicized another video showing something they had investigated and could not explain. To CEFAA and Kean it was something exotic.

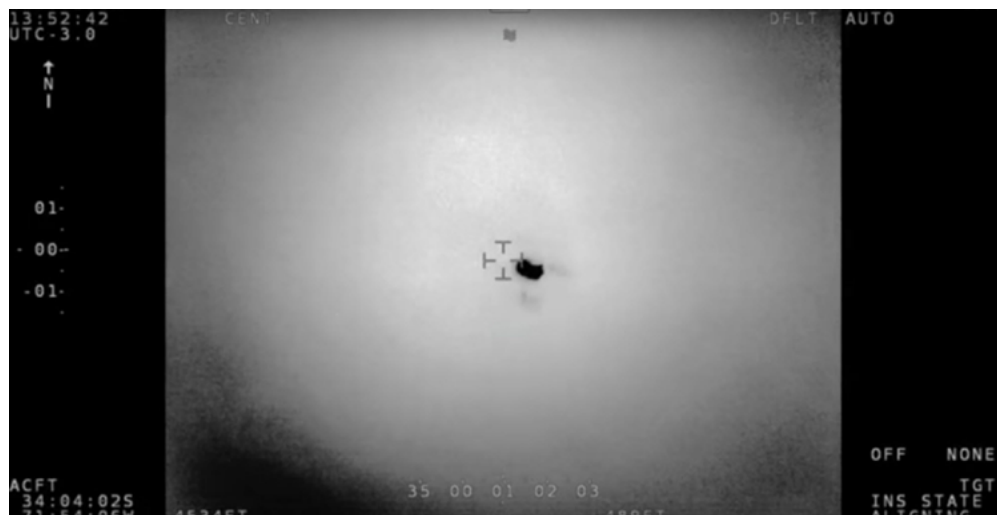


The case as presented

The case involved an infrared video shot from a Chilean Navy helicopter. On November 11, 2014 While traveling north, the helicopter recorded an "unusual" object with two, or more, heat sources. It emitted some sort of exhaust towards the end of the video. Unfortunately, there was no formal report presented by CEFAA and we only saw a press release and two articles written by Leslie Kean and Jon Austin.

According to the Austin article, the event was investigated for two years by CEFAA. The helicopter crew attempted to see if there were any aircraft in the area and there was nothing detected on the helicopter's radar. Further inquiries revealed that there were no radar contacts in their vicinity and no aircraft in the area.

CEFAA reported they had eight meetings with experts and they all had concluded that they could not explain it. Bermudez was impressed with the results and stated, *"This has been one of the most important cases in my career as director of CEFAA because our committee was at its best."*²



The CEFAA press release added³:

- The officers contacted the Air Traffic controllers and they stated they had no objects on radar.
- They tried to contact the object but it did not respond
- The FAA radar confirmed that there was no unauthorized traffic in the vicinity of the helicopter.
- The object disappeared into the clouds.

In Kean's article, some additional details were revealed⁴:

- The crew saw the object over water
- The crew estimated the object was 35-40 miles (55-65km) away and it was traveling West-Northwest.
- Over nine minutes elapsed before the object disappeared into the clouds.
- At the end of the video, there appeared to be an unusual emission from the object, which a technician referred to as, "...some type of gas or liquid with a high thermal track or signal".

Kean then stated that Francois Louange and his group were contacted for analysis. They suggested the object was just an aircraft getting ready to land at Santiago airport. The emission was just dumping of cabin waste water. CEFAA disagreed because:

- The aircraft would have been seen on radar
- The aircraft would have been known to exist because it would have been clearance to land
- The aircraft would have responded to radio from the helicopter.
- Aircraft are not authorized to eject waste water prior to landing.
- The experienced helicopter pilot would have recognized it as an airplane.

Kean was ecstatic about the article's reception and proclaimed to her followers that the story had 700,000 views in just a few days.⁵ To CEFAA and Kean, it seemed like a pretty good case but I had to wonder exactly what CEFAA found so convincing about it because, at first glance, it looked like an aircraft and contrail.

IPACO's analysis

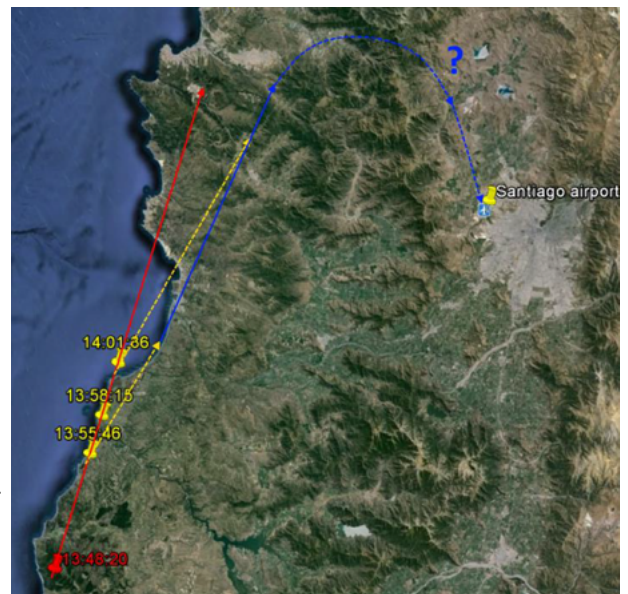
The reference to a study by Francois Louange appears to be the report submitted to CEFAA by IPACO from November of 2015. It involved Louange, Geoff Quick, and Antoine Cousyn. Shortly after the story appeared, IPACO released the report on their web site. According to Cousyn, CEFAA really did not provide them a lot of information other than the video. They had to guess at what type of IR systems was used, which they got wrong, and they were not supplied with any information they requested.

Their conclusion was as described by Kean but they supplied the data in their report that explained some of the objections raised by CEFAA⁶:

Concerning detection, could it be that Air traffic ground controllers were looking too close to the helicopter for a radar return, discounting that of the airliner as being too far away to the North?

Concerning radio communication, could it be that the jet was not monitoring the frequencies or did not think it was them being interrogated ("Can't be for us, we are too far North")?

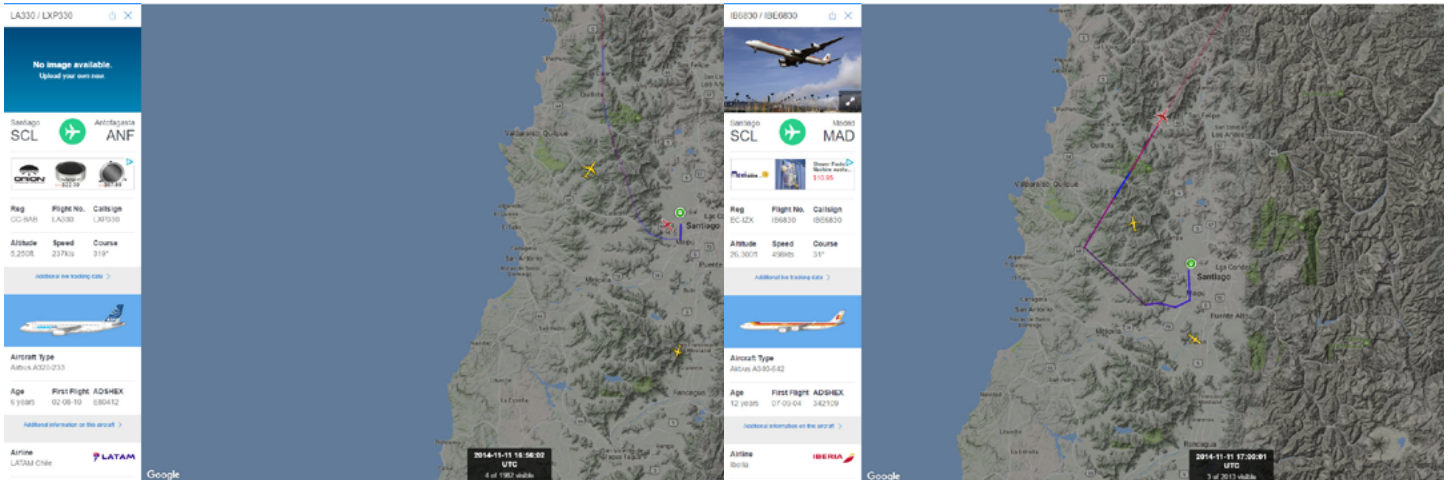
(Note: this type of incident has already been experienced on many occasions.)



After the release of the report, Chris Isbert played the role of devil's advocate in Gille's Fernandez Facebook group, UFO Pragmatism. He found problems with the aircraft landing hypothesis. He felt the plane would not have taken the approach, using the altitude assumed by IPACO, because of the mountains in the region. It appeared that the IPACO hypothesis was not adequate to explain the video and more information was needed.

Metabunk to the rescue!

Mick West is the moderator for the Metabunk forum and his group had an interest in this video⁷. They apparently felt the same way I did and thought it looked like an aircraft with a contrail. Like the Roswell slides, their discussion of the case was an excellent example of collaboration between various individuals, who worked together to achieve the common goal of finding the source of the object. One of the group, by the name of trailblazer, used planefinder.net and determined that there were aircraft in the area of interest at the time of the sighting. One was a four-engine jet (Flight IB6830 leaving Santiago airport for Madrid, Spain) and the other was a twin-engine airliner (Flight LA330 leaving Santiago airport for Antofagasta). Both were in the direction the FLIR was looking when the object had been recorded showing a contrail.



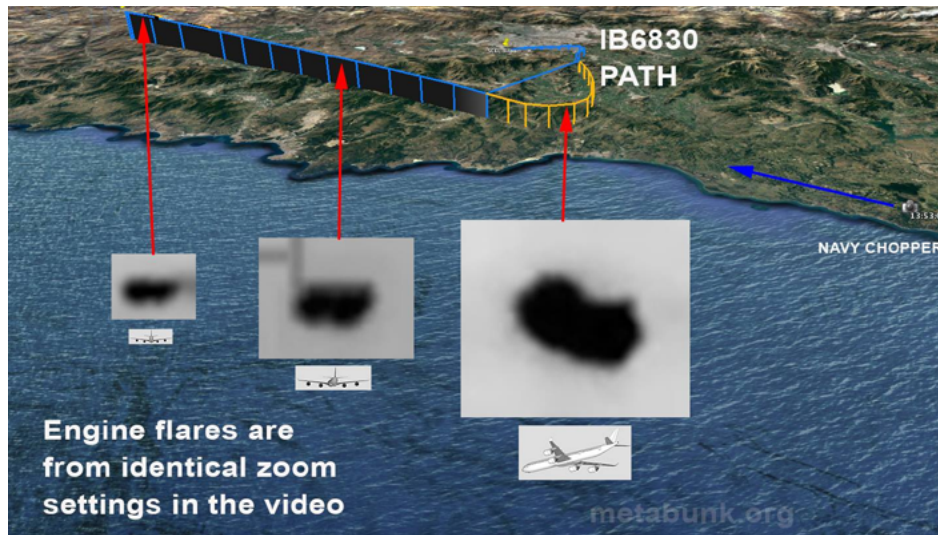
Because of the IPACO analysis suggesting the aircraft had two engines, flight 330 was the obvious candidate and initial analysis had the plane's path line up with the last segments of the video. However, in our Facebook group discussion, Chris Isbert disagreed with this analysis because there were some problems with using the twin-engine airliner. The plane was not airborne until after the craft had been recorded on the video. This left the four-engine jet as the only other possibility. A potential indicator that the flight 6830 was the culprit was when the object was first recorded, it appeared to be in a bank to starboard. About the same time, flight 6830 was making a turn to starboard to change its flight path towards the North-Northeast. There were reasons for being hesitant to accept the 6830 candidate. Except for the first part of the recording, where the object looked like several blobs close together, the object appeared to have only two heat sources. As IPACO stated, this indicated that the craft was a twin engine jet and not a four engine craft. Others felt that the contrail did not look correct for the path of the aircraft. Faced with these conflicts, Mick proposed that the original UAP was the four-engine aircraft. When the operators cycled through the various modes, they had lost track of flight 6830 and then picked up flight 330 which was now in the same region of the sky. This hypothesis did not last either as problems were discovered. This brought everyone back to flight 6830. After further review, it was determined that the contrail appearance did match flight 6830's track and the four engines would appear as two sources at the distances involved. This became the final hypothesis and further testing began to confirm this explanation.

At this point, the CEFAA apologists began to question the explanation because "the debunkers" could not agree on which plane was the source. This was really unfair because they were reading an open discussion where various possibilities were being examined and eliminated. The group did come to a final conclusion within a few days and any criticism of how the group examined the various hypotheses was unjustified.

The only arguments against the flight 6830 explanation were:

- CEFAA investigated for any aircraft in the region and found none.
- CEFAA stated that there were no targets on radar in the area.
- CEFAA would not miss this explanation after two years of investigation and analysis by experts.

These arguments did not carry much weight. The existence of flight 6830 was A FACT and two of these arguments were refuted by this. It appears that the radar/FAA records line has been misconstrued by the promoters like Leslie Kean. One must remember



that the CEFAA press release makes reference to radar and aircraft WITHIN THE VICINITY OF THE HELICOPTER and not over the entire region. The closest 6830 was to the helicopter was about 50 miles.

Mick West provided a graphic (see above) that demonstrated that flight IB6830 was most definitely the source of the image in the video. It shows the object receding in the distance the same way the aircraft would have and the orientation was correct. In the words of Mick West:

These are verifiable facts that I (and others) simply discovered. Unless there was a UFO flying between the plane and the helicopter, mimicking the motion, the banking, the size and the thermal signature of the plane, then it's a plane.⁸

The case was solved.

Ignoring the obvious

Leslie Kean had been made aware of the aircraft hypothesis early in the discussions when flight A330 was the initial candidate and responded⁷:

There are many holes in this flight LA330 hypothesis. First and foremost is that the Chilean authorities would have easily determined this to be the explanation if indeed it were. They had access to all aviation data, obviously. Their goal was to find an explanation if possible. I'll be back with more.⁹

As the explanation became more solid, others began to inform Kean of the debunkers claiming victory and her case was “unraveling”. Kean, once again, responded:

“...I just contacted them. It has NOT unravelled and has not been solved. I will be providing more info soon.”¹⁰

This was the kind of response Kean gave when she was caught promoting CEFAA's videos of bugs as the case skeptics were dreading. It appeared that Kean had to ask CEFAA how to think about this case instead of personally evaluating West's explanation.

Meanwhile, Kean continued to promote the case. She went on Open Minds with Alejandro Rojas and never bothered to mention the potential explanation. Rojas, who mentioned the explanation prior to the interview, avoided discussing it as he threw softballs for Kean and Jose Lay. It seems that nobody wanted to admit the skeptics might be right.

During the interview with Rojas, Lay mentioned that the UAP had disappeared over the Pacific ocean¹¹. Writing on Kean's Facebook page, James Oberg pointed out to her that the UAP was over land. Kean's response was:

The two Navy officers saw the object off the left side of the aircraft, flying N/NW. They were going up the coast along the ocean; the object was some distance away over the ocean.



*The French report placed the object to the right of the chopper, but this was inaccurate.*¹²

The comments by Kean and Lay made me wonder if they had even watched the video. They seemed to be completely clueless about what was obvious to everyone who examined the video. With this kind of “research” is it any surprise they did not want to admit the skeptics/debunkers might be right?

Crediting the wrong people

On the 17th of January, almost two weeks after her original article, Kean caved under the overwhelming evidence that had been accumulated. She wrote another story for the Huffington Post with the title, “The Chilean Navy UFO Video: Is It A Plane?”¹³

In that article, Kean, snubbed the work of Mick West, and others, in order to promote MUFON’s Robert Powell as the person, who solved the case. Apparently, Powell asked her to provide the radar data from CEFAA, after she published her story, and he then correctly identified the IB6830 aircraft. It is odd that CEFAA had claimed that no aircraft were in the region and radar data had verified this. Now we see that there were aircraft in the region and CEFAA had ignored them because they weren’t close enough. Apparently, these aircraft “experts” felt that nobody can see aircraft in a clear sky from such a distance. They seemed to be clueless as to what was possible with the instrument they were using.

Of course, Mick West, and his group, had already done all of this work on Metabunk (having resolved the case within 96 hours of the story first being published), which Kean chose not to mention. Kean also gave some credit to Rob Jeffs for identifying an error in the system of about 7 degrees azimuth. He apparently used the same methodology used by Chris Isbert and myself on Facebook. Mick West had done this indirectly when he matched frames from the video with the land features. He never identified a specific value of an offset but the images demonstrated there was one. I have no idea if Powell and Jeffs were using the initial work done by West or not but, based on Kean’s publication date for this information, they had apparently arrived at their conclusions well after Metabunk had done so. Otherwise, Kean never would have stated that the case was not unraveling or that it was not an airplane four days after she published her initial story!

Not only did she not give ‘debunkers’ any credit, Kean tried to portray their work as sloppy and unscientific:

*Since this widely distributed story broke, people using social media and blogs have taken it upon themselves to solve this case in a matter of days, and with minimal information. These platforms have presented arguments without properly developing them, and in some cases people with prior agendas have made derogatory, sometimes inaccurate statements that do not facilitate cooperative relationships between CEFAA and those seriously interested in the case... I hope that those who wish to contribute to the further understanding of this case will present their findings in papers that can be studied properly, rather than in quick, superficial examinations on blogs or by issuing uninformed and disrespectful opinions on social media. We all have to step back for a while, because proper investigations take a long time.*¹⁴

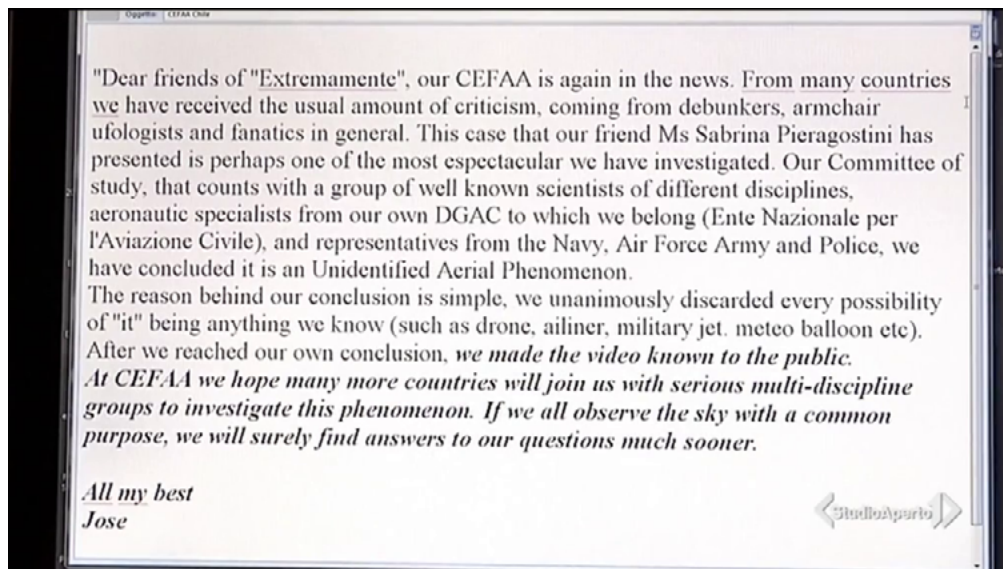
I find it interesting that Kean did not reveal the radar data in her original article even though she had access to it. Had she done that in the first place, flight 6830 would have been obvious to eagle-eyed observers. Is this a case of CEFAA/Kean trying to conceal information from the public or just another example of CEFAA’s incompetence?

Embarrassed by being shown to be wrong again, Kean went after debunkers by quoting Robert Powell’s criticism about groups having to submit papers for evaluation prior to announcing a case is solved. This is amusing because Powell published no paper and neither did CEFAA.

This became even more amusing when Kean revealed that CEFAA was not a true “research organization” and was not required to submit any reports for review:

*The staff there do not spend time putting together long reports after conducting an investigation, because this is not something that is needed for the work they do. They collect the data and rely on committee members from many disciplines to provide their views, which usually takes a long time. Much of the work is done during discussions at lengthy meetings. At the end, they simply move on. The agency is not a research organization. It is not mandated to provide reports for UFO investigators in other countries, nor does it have the time or interest to do so.*¹⁵

I thought CEFAA and GEIPAN had an agreement to exchange information about their cases.¹⁶ How can they exchange information if they don’t write formal papers/reports? Kean has also referred to this group as the CEFAA scientific committee in her original article.¹⁷ Now she implies that what they are doing is not science and they don’t write formal reports. All they apparently do is have meetings to discuss these cases and issue press releases. If this is accurate, it is no surprise that CEFAA continuously fails at analyzing these videos.



What is wrong with CEFAA?

CEFAA continues to promote these cases that can be identified by others because they appear to be taking an incorrect approach to these videos. The old phrase "If it looks like a duck..." comes to my mind. This video looked a lot like an airplane with contrail, which means there is a good possibility it was. CEFAA clearly had all of this information available to them but has refused to explain why they ignored the possibility of it being an aircraft. Since there is no formal report we have to speculate.

I believe CEFAA put too much weight in the report by the aircrew of the helicopter. It was mentioned several times that the UAP flew over water towards the North-northwest. Jose Lay even stated it headed out over the pacific! However, the video clearly shows it going towards the North-northeast and heading over land. This inaccuracy indicates to me that they ignored the video in favor of what the aircrew had stated in the reports they filed sometime after the event. If they put that much weight into that statement, then they probably considered the estimated distance made by the aircrew was 100% accurate. This would lead them to limit their search for a potential explanation to a confined radius around the helicopter. IB6830 would have been outside that radius since the closest it came to the helicopter was about fifty miles. I expect this sort of thing from some UFO groups but not an organization, involving experts, that spent two years discussing the case.

If a scientific organization (or any business for that matter) fails at something, the first thing to do is look inward and try and correct what went wrong. CEFAA apparently chose not to do this and, instead, looked outward to find fault. Jose Lay, the new director of CEFAA, tried to make it appear they made an exhaustive effort and that "*debunkers, armchair UFOlogists, and fanatics*" were wrong in their criticism.¹⁸ One would think he would have thanked people like Mick West and apologized for their mistake. Instead, the director of CEFAA acted like nothing was wrong.

CEFAA's motivations may be interfering with them examining such cases. One has to remember that their purpose is to investigate UAPs and determine if they pose a hazard to aviation. If UAPs, like this one, can be explained, they are demonstrating that UAPs pose no hazard or threat. If enough cases are shown to be explained, somebody in the government is going to start wondering why they have such an organization and cut their funding. As a result, there would be no CEFAA and some people might be out of a job. CEFAA's motivation may be more about job security and less about doing a good job.

What next?

I think this case provides another example of why organizations dedicated to studying UFOs/UAPs continuously make mistakes. They are motivated to present cases that are unexplained and not motivated to explain them. Those that promote these organizations, like Leslie Kean, are going to ignore the failures in favor of the publicity they receive when they can write about the latest "best case". What Kean, and her fellow promoters, fail to realize is that they have a responsibility to perform their own due diligence on the case before promoting it. Since Leslie Kean did not vet the case properly, CEFAA's failure is also hers.

Notes and references

1. Mori, Kentaro. "UFO Best Evidence: The El Yeso Reflection?" [Forgetomori](http://forgetomori.com/2011/ufos/ufo-photos/ufo-best-evidence-the-el-yeso-reflection/). March 23, 2011. Available WWW: <http://forgetomori.com/2011/ufos/ufo-photos/ufo-best-evidence-the-el-yeso-reflection/>

2. Austin, Jon. "CONCLUSIVE PROOF? Airforce probe finds navy filmed REAL UFO over ocean". Sunday Express. January 7, 2017. Available WWW: <http://www.express.co.uk/news/weird/751130/Chilean-Navy-UFO-ocean-CEFAA>
3. Lay Lagos, Jose Patricio. "Armed Case". Committee for Studies of Anomalous Aerial Phenomena. January 6, 2017. Available WWW: <http://www.cefaa.gob.cl/home/en-la-prensa/noticias/casoarmada>
4. Kean, Leslie "Groundbreaking UFO Video Just Released By Chilean Navy". Huffington Post. January 5, 2017. Available WWW: http://www.huffingtonpost.com/entry/groundbreaking-ufo-video-just-released-from-chilean_us_586d37bce4b014e7c-72ee56b
5. Kean, Leslie. "The Chilean Navy case has gone viral". Personal Facebook page. January 8, 2017. Available WWW: https://www.facebook.com/lesliekean/photos/a.101473639910382.1116.101205036603909/1294218627302538/?type=3&comment_tracking=%7B%22tn%22%3A%22O%22%7D
6. Cousyn, Antoine, François Louange and Geoff Quick. Video from Chilean Navy. 26 November 2015. Available WWW: <http://www.ipaco.fr/ReportChileanNavyCEFAA.pdf>
7. "Explained: Chilean Navy "UFO" video - Aerodynamic Contrails, Flight IB6830". Metabunk.org January 6, 2017. Available WWW: <https://www.metabunk.org/explained-chilean-navy-ufo-video-aerodynamic-contrails-flight-ib6830.t8306/>
8. *ibid.*
9. Kean, Leslie. Comments section "Breaking news in my latest Huffington Post Story". Personal Facebook page. January 8, 2017 11:38 PM. Available WWW: <https://www.facebook.com/lesliekean/posts/1288737977850603>
10. Kean, Leslie. Comments section "The Chilean Navy case has gone viral". Personal Facebook page. January 9, 2017 8:02 PM. Available WWW: <https://www.facebook.com/lesliekean/photos/a.101473639910382.1116.101205036603909/1294218627302538/?type=3>
11. Rojas, Alejandro. "Leslie Kean and Jose Lay – Chilean Navy UFO Video". Open Minds. January 9, 2017. Available WWW: <http://www.openminds.tv/leslie-kean-and-jose-lay-chilean-navy-ufo-video-january-9-2017/39422>
12. Kean, Leslie. Comments section "The Chilean Navy case has gone viral". Personal Facebook page. January 9, 2017 8:02 PM. Available WWW: <https://www.facebook.com/lesliekean/photos/a.101473639910382.1116.101205036603909/1294218627302538/?type=3>
13. Kean, Leslie. "The Chilean Navy UFO Video: Is It A Plane?" Huffington Post. January 17, 2017. Available WWW: http://www.huffingtonpost.com/entry/the-chilean-navy-ufo-video-is-it-a-plane_us_587e7277e4b06a0baf6490ef
14. *ibid*
15. *ibid*
16. Cox, Billy. "France, Chile build trans-Atlantic bridge". Devoid. July 15, 2013. Available WWW: <http://devoid.blogs.heraldtribune.com/13836/france-chile-aim-for-trans-atlantic-bridge/>
17. Kean, Leslie "Groundbreaking UFO Video Just Released By Chilean Navy". Huffington Post. January 5, 2017. Available WWW: http://www.huffingtonpost.com/entry/groundbreaking-ufo-video-just-released-from-chilean_us_586d37bce4b014e7c-72ee56b
18. Brando, Scott. Personal Facebook page. January 20, 2017. Available WWW: <https://www.facebook.com/ufoofinterest/photos/a.1426373834246781.1073741830.1426364457581052/1794611530756341/?type=3&theater>

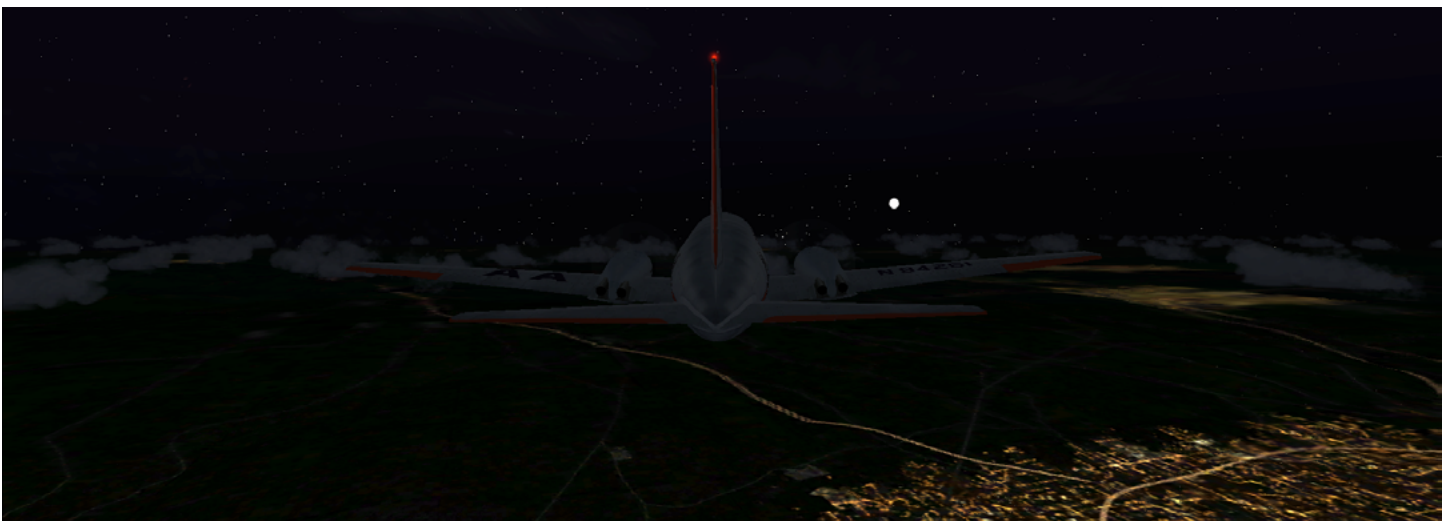
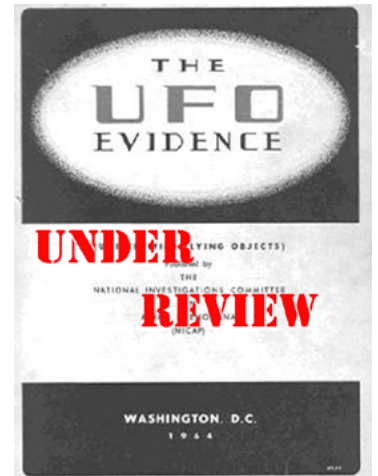
THE RYAN CASE: APRIL 8, 1956

In the chronology, the case is described as:

April 8, 1956--Nr. Schenectady, N. Y. American Airlines pilot followed UFO across state. [V, IX]¹ (p. 135)

NICAP lists quite a bit in their UFO evidence file concerning the case in sections V and IX. Section V contains a transcript from a Buffalo television program called, "Meet the Millers", which was recorded on April 16, 1956.² In that interview, Captain Ryan and first officer Neff described what transpired:

- The flight left Albany and was flying to Buffalo via Syracuse and Rochester.
- Shortly after takeoff from Albany, the crew saw a brilliant white light, which Neff described as "like an approaching aircraft with its landing lights on" and "standing still".
- Ryan described the direction as over Schenectady. He also described it as "standing still".
- Ryan then states they turned a bit to pass to the south of the light. At this point, the light was off their wingtip.
- The object then went towards the west in front of them at a speed estimated to be 800-1000 mph.
- The object went out momentarily and then changed color to orange as it went to the west.
- They contacted Griffiss AFB and asked them track it on radar. Griffiss did not have their radar set operating and stated it would take 30 minutes to warm up.
- Ryan reported that the AFB saw a light south of their base and could see a silhouette.
- Communications with various locations revealed that Watertown and Albany could also see it. Ryan is not clear but the Albany tower saw the object to the west.
- Ryan reported it was staying ahead of them. He was directed by Griffiss to temporarily abandon their next stop and maintain course and altitude. They also stated they were going to scramble some fighters.
- Ryan states that the sky was overcast so it could not have been a star. He also stated that he was flying at 250 mph and the object must have slowed down and it was at low altitude.
- Ryan stated they followed the object all of the way to Oswego. He also stated they had passed up their landing at Syracuse.
- The scrambled jets never arrived and the object simply disappeared in the northwest towards Toronto.



Section IX contains some discussion of the case and notes that investigation by the Civil Aeronautics Administration (CAA), Civil Aeronautics Board (CAB), and American Airlines (AA) discovered that the aircraft logs, and official testimony of Captain Ryan, refuted parts of the story and there never was a pursuit by the airplane.³

The Blue Book file

The Blue Book file contains some documents from the date in question that sheds some light on the subject.

- The first item is a message from Griffiss AFB.⁴ They reported seeing the silhouette of a plane going from east to west and passing south of their location for three minutes at 03332 GMT (the extra 3 or 2 may have been a typo), which was either 1032 or 1033 EST. The estimated size was larger than a C-47 but a follow-up message states it was about the same size as C-47.
- The next report came from Albany tower, which states they saw a star-like object for 4-6 minutes at 0314 GMT to the northwest at an azimuth of 310 degrees, which disappeared over the horizon.⁵ The message also mentioned that a jet fighter (jumping jack able) had been scrambled at 0344 GMT and had been airborne by 0351 GMT. They could not locate the target and returned to base.
- The next message is in relation to Ryan's sighting.⁶ In that message, we discover that the sky was clear in most locations but there was a thin overcast over Schenectady. As he stated in the broadcast, the object was seen off his starboard wing and then disappeared after 45 minutes when it was only 5 degrees relative to his aircraft's flight (297 degrees).

At the insistence of Donald Keyhoe, the CAA investigated the case in 1957. Found in the Blue Book file is a proof for Menzel's book "The world of flying saucers" and it mentions the investigation but there are no original reports or transcripts.⁷ They stated that Ryan never deviated from his course and had landed at Syracuse ahead of schedule. Blue Book would eventually determine that Ryan had pursued the planet Venus, which set around 1045 PM EST in a northwest direction.⁸



The CAA investigation

In his collection of UFO history with the title "Fifth Horseman of the Apocalypse UFOs: A history January - April 1956", Loren Gross gives us a copy of a letter the CAA wrote to Keyhoe in the fall of 1957. They addressed the story Ryan had told the press about pursuing the UFO as far as Oswego:

This matter was looked into by the Board's Bureau of Safety after your request in September 1957 for an investigation of Captain Ryan's reported deviation from course to follow the object. Captain Ryan stated most emphatically that he did not deviate from his prescribed course, nor was he requested to do so. He had filed a VFR flight plan at Albany, New York, with Syracuse as the destination. Scheduled time for American Airlines Flight 775 (the one involved in this incident) between Albany and Syracuse is 49 minutes; elapsed log time for that flight on April 8, 1956, was 40 minutes. Since it is obvious that this schedule could not have been maintained had the flight deviated from its prescribed course as reported by the Buffalo Evening News on April 10, 1956, and since safety does not appear to have derogated, further investigation into the matter by the Board is not considered warranted.⁹

Missing from NICAP's best evidence document was this letter and a statement made by the Vice President of American Airlines, Willis Player:

*Capt. Ryan states unequivocally that he did sight an object. He also states unequivocally that he did not chase it. His flight time between Syracuse and Albany confirms that statement.*¹⁰

It appears that there was a disconnect between what Ryan told the press and what his official statements were. The records appeared to show there was no deviation in course and it brought into question some of the other statements made by Ryan and Neff. Ryan had disappeared from the record shortly after April of 1956 and did not respond to any letters sent from Keyhoe.

The results of the CAB/CAA investigation were not what NICAP expected and, as a result, they took the only route they could after having promoted the case so heavily. They declared it was a conspiracy.

After a 7-month probe of a UFO encounter by an American Airlines plane NICAP has evidence indicating that important facts have been officially withheld and that Capt. Raymond Ryan, the pilot involved, may have been pressured into changing his original report.

Since the case raises the question of airline-passenger safety, all documents, including reports of investigations by the Civil Aeronautics Administration and the Civil Aeronautics Board, will be submitted to appropriate Senate and House subcommittees. Both the CAA and CAB Investigations were made at NICAP's request.

*Since April 10th 1956, two days after the incident occurred, this UFO case has remained a "sleeper." Requests for further details have been repeatedly refused by the Air Force, American Airlines and Captain Ryan himself.*¹¹

It seems that NICAP missed another possibility. Ryan and Neff could have exaggerated what transpired when they were approached by the press. Like any good sea story, there was a kernel of truth to their version of events but they may have embellished the details. This would also explain why Ryan refused to respond to Keyhoe's letters.

The Nuclear connection

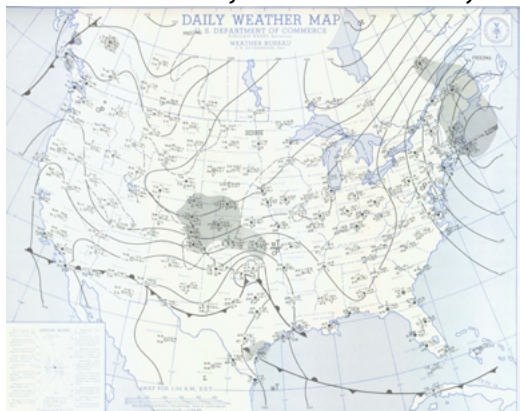
In 2009, Joel Carpenter proposed a nuclear connection to the Ryan case.¹² Schenectady was the location of Knolls Atomic Power Laboratories (KAPL) and Joel thought the UFO was hovering over the facility. According to Carpenter, KAPL operated a Separations Process Research Unit at the site from 1950 and 1953. He also adds that they operated nuclear prototypes in West Milton at the Kesselring site. Having been to the Kesselring site in 1979 as a trainee, I was familiar with the area. As best I can recall KAPL only had offices in Schenectady and whatever had been there, associated with actual fuel, had left by 1953. In 1956, only one reactor existed at the Kesselring site, which was roughly 20 miles due north of Albany airport (azimuth 339 near Ballston Spa). This was the prototype reactor for the liquid metal cooled design being used with the USS Seawolf.¹³ It was enclosed in a large ball to contain any sodium-water explosions. This can be seen in aerial images taken in 1965.¹⁴ When I was stationed there, that design had long since been removed and it was referred to as D1G prototype. The "ball" still exists and can be seen in Google earth images.



The explanation

Blue Book explained this as the planet Venus. While most of the sighting appears to have been of the planet Venus, there are some issues that suggest problems with the explanation. None of these appear to be fatal and rule out Venus as the source.

The first reason to reject Venus was the sky conditions. Ryan claimed it was cloudy but the weather reports indicate that there was

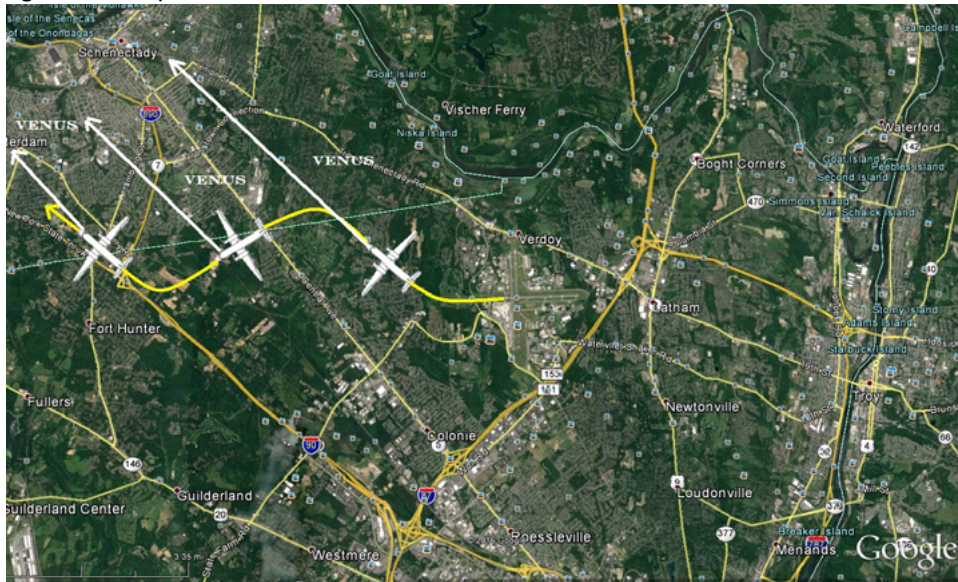


only a thin overcast near Schenectady and the rest of the locations had clear skies. A low pressure cell had moved along the coast and was situated near Cape Cod at 0130 EST on the 9th.¹⁵ Weather underground observations for Albany indicated light snow early in the day.¹⁶ Unfortunately, there are no observations for Albany in the evening but Utica reported clear sky conditions at 10PM.¹⁷ There is a good evidence to suggest that the weather report found in the Blue Book files is accurate and conditions were clear enough to see Venus.

A second reason to reject the Venus explanation might be that Ryan had reported seeing the object between 1015 and 1100 PM EST. Venus set around 1045 PM EST for Syracuse. This may be a mistake made by Ryan as far as recalling the duration of the event. The official log for the flight indicated it lasted only forty minutes. Assuming they took off at 1015PM, they would have landed around

1055 PM EST. The disappearance of the “object” was before landing, which means it could have been around, or before 1045PM EST when the UFO “disappeared”.

The third, and probably biggest, reason to reject the Venus explanation was that Ryan and Neff stated the object, at one point, was seen off their starboard wing and then sped towards the front of the aircraft. They also stated the object was over Schenectady when they took off. Venus could not have moved through 90 degrees of azimuth, which appears to reject Venus as the source of the report. I think there might be an explanation for this.



The runway at Albany was north-south and east-west. The wind was from the West-Northwest at 10PM¹⁷ indicating that the plane probably departed on the east-west runway. Once the plane was airborne, they would have started their normal track, which was towards an azimuth of 285-300 degrees. Venus, at azimuth of about 301 degrees, would have been seen over Schenectady and appear to have been in their flight path. The crew stated they turned towards the south to avoid the light because they thought it might be an approaching aircraft. A turn towards the southwest would have placed Venus close to the starboard wing tip as they described. Once they resumed their track westward of 285-300 degrees, Venus would have moved towards the front of the aircraft at about 5-20 degrees relative to their heading. If they took off using the north-south runway, the scenario would have been similar. While some may think that Ryan and Neff could never make such a mistake, one has to remember that the story about them pursuing the UFO had been exaggerated. The excitement of retelling the story on a television program might have introduced some “omissions” by Neff and Ryan.

These arguments against Venus are based on what Captain Ryan had stated and not on verifiable facts. Ignored is the biggest reason to support the Venus explanation. It is significant that Ryan or Neff never mentioned the planet Venus being also visible in the area the UAP was seen. Since conditions were clear enough to allow seeing the bright planet, there would have been no reason to miss it. Its absence in the story indicate that the UFO was probably Venus.

On a final note, Blue Book had another case file for the following night.¹⁸ Airmen at Griffiss AFB, east of Syracuse, reported seeing a light in the northwest and interceptors were sent to chase it. Aircraft in the area and the interceptor agreed that it probably was a planet. It disappeared at 1043 PM EST, the same time Venus was setting.

Like the Killian case, mentioned last issue, the Ryan case is another one of those UFO cases where NICAP clashed with Blue Book on the conclusions. This controversy continues even today where proponents insist that the solution is not correct because they believe that a conspiracy has withheld the truth.

In my opinion, the evidence to reject the Venus explanation is insufficient and the evidence to support it is sufficient to conclude that it probably was Venus. This case is not “best evidence” and should be removed from the best evidence document.

Notes and references

1. Hall, Richard M. (Ed.) The UFO evidence. The National Committee on Aerial Phenomena (NICAP). New York: Barnes and Noble. 1997. P. 135.
2. ibid. P. 41-2.

3. *ibid.* P. 117
4. "Message from the Commander of the 655 AC & W Squadron DTG 091700Z." Fold 3 web site. Available WWW: <https://www.fold3.com/image/6785559>
5. "Message from the Commander of the 655 AC & W Squadron DTG 091535Z." Fold 3 web site. Available WWW: <https://www.fold3.com/image/6785526>
6. "Message from the Commander of the 655 AC & W Squadron DTG 091545Z." Fold 3 web site. Available WWW: <https://www.fold3.com/image/6785533>
7. Menzel, Donald. "Final Galley proof - The world of flying saucers". P. 2. Fold 3 web site. Available WWW: <https://www.fold3.com/image/6785537>
8. "Summary: UFO sighting Rome, Schenectady, Rochester, NY 9-10 April 1956." Fold 3 web site. Available WWW: <https://www.fold3.com/image/6785531>
9. Gross, Loren. "The fifth horseman of the apocalypse UFOs: A history 1956 January-April". Fremont, Ca, 1993. P. 63. Available WWW: <http://sohp.us/collections/ufos-a-history/pdf/GROSS-1956-Jan-Apr.pdf>
10. NICAP. "Cover-up suspected in reported UFO air-UFO chase". The UFO investigator January 1958 Page 12.
11. *ibid.* P. 10
12. Carpenter, Joel. E-mail to NCP, A-team. NICAP 21 June 2009. Available WWW: http://www.nicap.org/reports/ryan_ncp.htm
13. "S1G". Global Security. Available WWW: <http://www.globalsecurity.org/military/systems//ship/systems/s1g.htm>
14. Historical aerals. Available WWW: <http://historicaerials.com/>
15. "Historical daily weather maps". National Oceanic and Atmospheric administration central library. Available WWW: https://www.lib.noaa.gov/collections/imgdocmaps/daily_weather_maps.html
16. "Weather history for KALB April 8, 1956". Weather underground. Available WWW: https://www.wunderground.com/history/airport/KALB/1956/4/8/DailyHistory.html?req_city=Albany&req_state=NY&req_statename=&reqdb.zip=12201&reqdb.magic=1&reqdb.wmo=99999
17. "Weather history for KRME April 8, 1956". Weather underground. Available WWW: https://www.wunderground.com/history/airport/KRME/1956/4/8/DailyHistory.html?req_city=Utica&req_state=NY&req_statename=&reqdb.zip=13501&reqdb.magic=1&reqdb.wmo=99999
18. "Message from VMBG/99th AC & W Squadron DTG 101330Z." Fold 3 web site. Available WWW: <https://www.fold3.com/image/6785573>

THE 701 CLUB: CASE 1550: APRIL 30, 1966 SACRAMENTO, CA

Don Berliner describes this case as follows:

April 30, 1966; Sacramento, California. 3:15 a.m. Witness: Anita Miller. One light moved around the sky for 2.5 hours. No further detail in files.¹

While Berliner states there are no further details in the files, there is actually a few details not mentioned.

The Blue Book file

The file consists of the witness' report form (completed on 23 May), several letters between her and Blue Book, notes regarding communications with Mather AFB, and a defense intelligence report from nearby McClellan Air Force Base.

The witness, Mrs. Miller, actually had three sightings that she mentioned in her report form²:

Sighting 1 - April 29th. 4:30-6:00 AM PDT. Seen from open garage door. Object displayed multiple lights but did not twinkle like stars. It was a steady light that blinked on and off three times. Witness did not see any stars and stated sky was "overcast". Weather records for Sacramento show clear skies at 5 AM but "smoke" at 8 AM. Witness reported the sky as hazy after daybreak. Object first seen in the east and then slowly moved towards the southeast as it rose. The object rose from an elevation of 10 degrees and then moved upwards 30 degrees. At that point, the object moved towards the southeast 75 degrees. During observation the light moved erratically (back and forth, up and down) as it increased in elevation. The witness added she did not see if the object disappeared because she was too busy getting the kids ready for school. She also mentioned it to a neighbor and they agreed to look for it the next morning.

Sighting 2 - April 30th. 4:15-6:30 AM PDT. This was seen from a neighbors yard. The witness gave a similar description as the 29th. The one major difference is that she stated the object was first seen in the Southeast and moved towards the East. Her sketches indicated that the object went horizontally from right to left in a erratic pattern and had an elevation change from near the horizon to overhead. The witness described the object "disintegrating" or becoming "translucent" when it disappeared after sunrise. Her description also indicated the object was rising upward with time:

"It was in a completely different course, direction than it had been the morning before. It rose over the backyard fence and continued to rise at a fast moving pace, till it seemed it found its position."

Sighting 3 - This sighting was in the remarks section of the report form and occurred on May 18th. No time given. A light was seen flying straight up that dropped a red light. About 10 PM, the witness reported a fire had occurred in a field across from their home. When Blue Book sent her a report form for this sighting, she did not fill it out because she felt she gave enough information already.

The report from McClellan AFB indicated that Mrs. Miller had called them at 0754 on the 30th of April.³ They reported the sighting was between 0500 and 0600 and the object was sighted north of her location. The object was obscured by clouds or the rising sun when it disappeared. The witness used a ten power telescope and army binoculars to observe it and reported it had a rough surface and a dark center. The base reported little or no cloud cover at the time of the sighting.

What followed was a sequence of letter exchanges between Blue Book and Mrs. Miller:

- On 19 July, Major Quintanilla wrote a letter to Mrs. Miller telling her they explained the April 29th sighting as the planet Venus. It makes no mention of the 30th April sighting.⁴
- On 23 July, Mrs. Miller wrote back and appeared to agree with the explanation for the 29 April sighting. However, she makes mention of the 30th April sighting not being explained and then mentioned the third sighting that had started a fire. However, she gave no date for the fire in this letter.⁵
- On 28 July, Mather AFB reported that fuel testing every morning in March through May at Jack Ass flats Nevada to the east. They could find no records of a fire near the base on 29 or 30 April.⁶
- In a response to her request about the 30 April sighting and fire, Major Quintanilla wrote a letter to Mrs. Miller on August 2. He stated that her 30th April sighting was fuel testing from Jackass flats in Nevada. This was based on a 28 July communication with Mather AFB, who felt that such testing might explain the sighting. He also stated they had no record of a fire on 30 April.⁷
- On 8 August, Mather AFB called back and stated the fuel testing was an invalid explanation.⁸
- On 11 August, Mrs. Miller wrote a nasty letter to Blue Book where she pointed out the fire was on another date and the Major Quintanilla must not have even read her report.⁹
- On 22 August, Major Quintanilla wrote another letter. Apparently, after reading the report closely, the Major repeated the conclusion that Venus was the source of the April 29th sighting but he could not identify the object on the 30th. He did suggest Venus might be a possible source but added that her description ruled this out.¹⁰
- On 24 August, Mrs. Miller responded and repeated her acceptance of the Venus explanation for the 29th observation. However, she also felt they had not explained her other sightings. Mrs. Miller also felt that too much time had passed for her to complete any more observation forms.¹¹

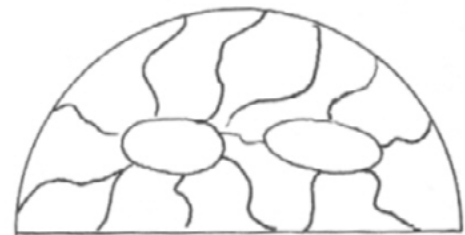
- In a final letter to Mrs. Miller on September 2, Major Quintanilla told her the 30th observation was being classified as unidentified. He also apologized for the misunderstandings that had transpired in their previous letters.¹²

Commentary

One has to look at the April 29th observation to help identify the source of the April 30th event. Since the 29th observation was apparently Venus, we have to wonder about the April 30th event. The witness did not see the UFO and Venus, which would also have been visible. So why did the witness see it move in a different direction? The likely reason is that witness got their directions mixed up because they were observing from a different location (their neighbors yard). This was probably compounded by the fact that it was three weeks after the event that she had filled out the report form. Her recollections may not have been accurate and the directions wrong.



The observations of the object through a 10X telescope/binoculars makes me wonder about what kind of instruments they were. The telescope might have been an inexpensive one owned by one of the children and the conditions of the binoculars is unknown. Getting the focus correct and holding them still is never an easy task for those not familiar with them. It is very possible, she could have been observing an out of focus image. Allan Hendry presented a sketch one witness made of an out of focus star viewed through binoculars in his UFO Handbook.¹³ This sketch is similar to what the witness described.



In my opinion, there is a good possibility that the witness had misidentified Venus and the only reason Blue Book could not identify it was because she confused her directions on the second morning's observations. I would reclassify this as "probably Venus".

The third sighting has insufficient information associated with it for analysis. We don't have a time or direction of observation. Any possible answer would be pure speculation.

Notes and References

1. Berliner, Don. "The Bluebook unknowns". NICAP. Available WWW: <http://www.nicap.org/bluebook/unknowns.htm>
2. "Completed FTD form 164 page 1". Fold 3 web site. Available WWW: <https://www.fold3.com/image/7091731>
3. "McClellan AFB Department of defense intelligence agency report dated 30 April 1966". Fold 3 web site. Available WWW: <https://www.fold3.com/image/7091741>
4. "Letter Major Hector Quintanilla to Mrs. Miller dated 19 July 1966." Fold 3 web site. Available WWW: <https://www.fold3.com/image/7091748>
5. "Letter Mrs. Miller to Major Hector Quintanilla dated 23 July 1966." Fold 3 web site. Available WWW: <https://www.fold3.com/image/7091751>
6. "Conversation notes with Mather AFB 28 July and 8 August 1966." Fold 3 web site. Available WWW: <https://www.fold3.com/image/7091746>
7. "Letter Major Hector Quintanilla to Mrs. Miller dated 2 August 1966." Fold 3 web site. Available WWW: <https://www.fold3.com/image/7091747>

8. "Conversation notes with Mather AFB 28 July and 8 August 1966." Fold 3 web site. Available WWW: <https://www.fold3.com/image/7091746>
9. "Letter Mrs. Miller to Major Hector Quintanilla dated 11 August 1966." Fold 3 web site. Available WWW: <https://www.fold3.com/image/7091749>
10. "Letter Major Hector Quintanilla to Mrs. Miller dated 22 August 1966." Fold 3 web site. Available WWW: <https://www.fold3.com/image/7091750>
11. "Letter Mrs. Miller to Major Hector Quintanilla dated 24 August 1966." Fold 3 web site. Available WWW: <https://www.fold3.com/image/7091753>
12. "Letter Major Hector Quintanilla to Mrs. Miller dated 2 September 1966." Fold 3 web site. Available WWW: <https://www.fold3.com/image/7091744>
13. Hendry, Allan. The UFO Investigators Handbook. London: Sphere Books Ltd. 1980. P. 196