

REPORT NO. 3

THE LUMBERTON REPORT

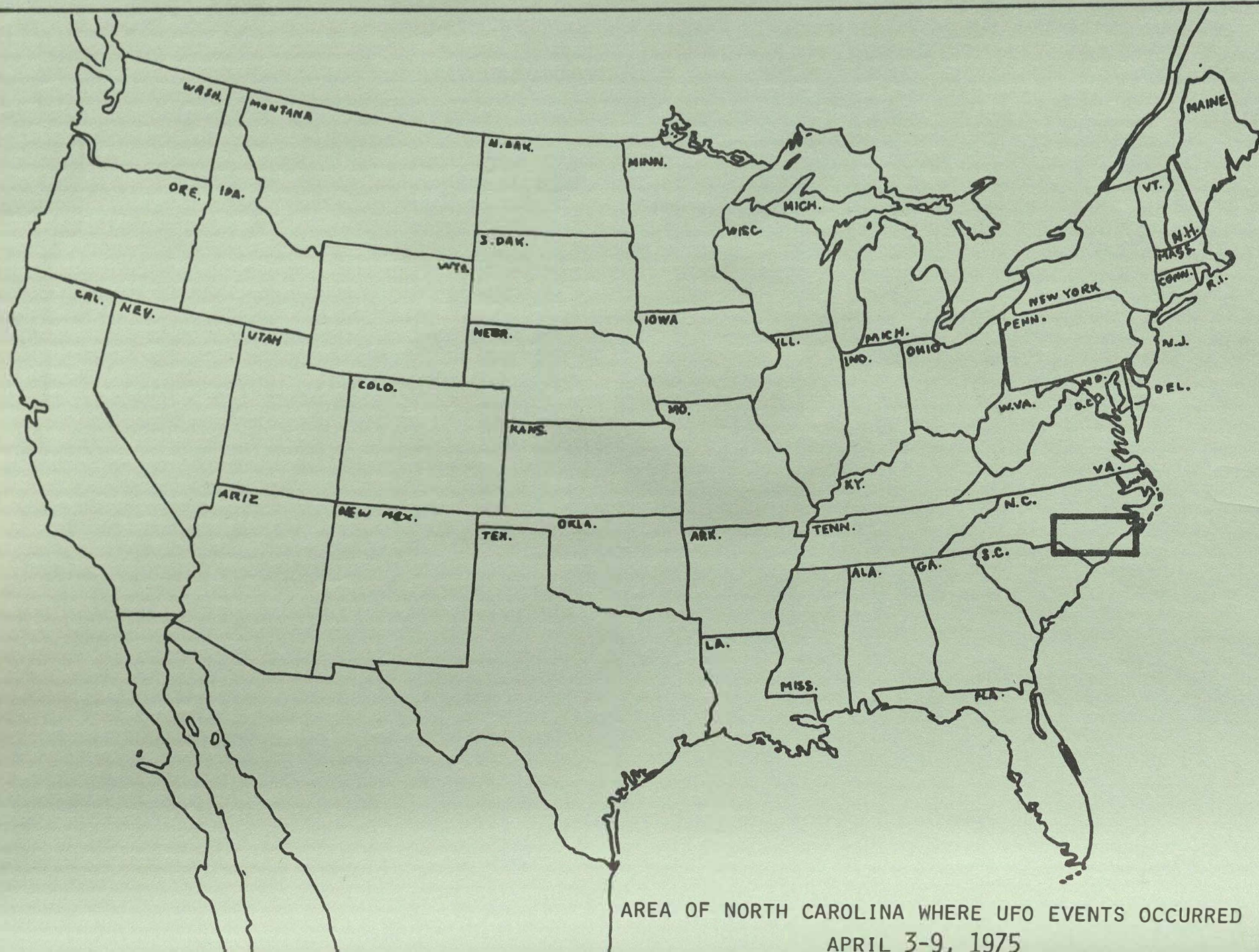
UFO ACTIVITY IN S. NORTH CAROLINA

APRIL 3-9, 1975

**BY
JENNIE ZEIDMAN**

**CENTER FOR UFO STUDIES
EVANSTON, IL U.S.A.**

MAY 1976



AREA OF NORTH CAROLINA WHERE UFO EVENTS OCCURRED
APRIL 3-9, 1975

FOREWORD

THE LUMBERTON REPORT

UFO ACTIVITY IN SOUTHERN NORTH CAROLINA

APRIL 3-9, 1975

BY

JENNIE ZEIDMAN

E. Lee Speigel and Ted Phillips

Principal Investigators

© CENTER FOR UFO STUDIES

All Rights Reserved

J. Allen Hynek

924 Chicago Avenue
Evanston, IL 60201

FOREWORD

The UFO events of April 3-9, 1975, in southern North Carolina created a flurry of newspaper accounts and were variously treated in the media. The events themselves, however, seemed important enough to command the Center's attention, and an investigation directed toward unscrambling the welter of information and misinformation was instituted. This report is the result of that effort, undertaken by a coordinated team of investigators from the Center, specialists, technical consultants and cooperating laboratories, all directing their efforts toward one specific set of events.

This report is the first of a projected series of technical investigative reports issued by the Center, and is part of the continuing series of publications of the Center for UFO Studies.

Jennie Zeidman, the author of this report, is an established analyst whose concern with the UFO problem began in 1953 when she was a research assistant in the Department of Astronomy, the Ohio State University, and worked with me in the early days of Project Blue Book. Her long acquaintance with the UFO phenomenon and her ability as a technical writer and intelligence analyst made her the ideal person to assess and correlate the many facets of the North Carolina "mini-wave."

J. Allen Hynek

Hee

LIST OF MAPS, CHARTS AND ILLUSTRATIONS

Map of southern North Carolina

Location, time, date of sighting and heading

Chart of UFO Events

Date, time, duration, location, speed, heading and other data

Time Distribution

Daily

The principal investigators for the Lumberton area sightings were E. Lee Speigel, who worked with the various observers of the V-shaped object and of the daylight lights, and Ted Phillips, who studied the possibility of physical traces in the daylight lights case. To them go the major credits for these investigations. Frank Harrison also interviewed several observers at Dr. Hynek's request, and I spent a few days in Lumberton and environs in October 1975. The assistance of Ronn Thompson, Lumberton Police Dispatcher, in arranging interviews and collecting samples, and Mrs. Toni Goodyear, Robesonian staff writer, is also gratefully acknowledged; they acted as coordinators for the Center investigators and their help was invaluable. Thanks are due also to the Holiday Inn (North) Lumberton, for their generosity in providing facilities for Center investigators. Lastly, a very personal thank you to Mimi Hynek for her sustained work in editing this report.

Jennie Zeidman

Figure 14 View from Strickland position

Figure 15 Relative positions of Strickland and Locklear cars

Figure 16 Diagram of burned areas, by Ronn Thompson

LIST OF MAPS, CHARTS AND ILLUSTRATIONS

LIST OF ILLUSTRATIONS (cont'd)

Map of southern North Carolina:		
Location, time, date of sightings and heading		frontispiece
Chart of UFO Events:		
Date, time, duration, location, shape, heading and other details		fold-out
Time Distribution		fold-out
Daily Distribution		fold-out
Figure 1	Drawing by Phil Stanton	4
Figure 2	Polaroid print of water tower with object drawn in by Phil Stanton	4
Figure 3	Object seen by R.T. Hagens and John Mc Phearson	6
Figure 4	Drawing by John B. Hayes	10
Figure 5	Drawing by Mrs. Ann S.	13
Figure 6	Drawing by Police Chief Garry Moore	15
Figure 7	Lights as sketched by members of the Strickland family	23
Figure 8	Lights with "streaks" agreed to by members of the Strickland family	24
Figure 9	Drawing by David F.	25
Figure 10	Drawing by Mrs. Locklear	25
Figures 11, 12 and 13	Photos of ashy deposits on soil taken by staff photographer of <u>The Robesonian</u>	26 27
Figure 14	View from Strickland position	28
Figure 15	Relative positions of Strickland and Locklear cars	29
Figure 16	Diagram of burned areas, by Ronn Thompson	30

1	1.1.1. General Principles	1.1.1.1. General Principles
2	1.1.2. General Principles	1.1.2.1. General Principles
3	1.1.3. General Principles	1.1.3.1. General Principles
4	1.1.4. General Principles	1.1.4.1. General Principles
5	1.1.5. General Principles	1.1.5.1. General Principles
6	1.1.6. General Principles	1.1.6.1. General Principles
7	1.1.7. General Principles	1.1.7.1. General Principles
8	1.1.8. General Principles	1.1.8.1. General Principles
9	1.1.9. General Principles	1.1.9.1. General Principles
10	1.1.10. General Principles	1.1.10.1. General Principles
11	1.1.11. General Principles	1.1.11.1. General Principles
12	1.1.12. General Principles	1.1.12.1. General Principles
13	1.1.13. General Principles	1.1.13.1. General Principles
14	1.1.14. General Principles	1.1.14.1. General Principles
15	1.1.15. General Principles	1.1.15.1. General Principles
16	1.1.16. General Principles	1.1.16.1. General Principles
17	1.1.17. General Principles	1.1.17.1. General Principles
18	1.1.18. General Principles	1.1.18.1. General Principles
19	1.1.19. General Principles	1.1.19.1. General Principles
20	1.1.20. General Principles	1.1.20.1. General Principles
21	1.1.21. General Principles	1.1.21.1. General Principles
22	1.1.22. General Principles	1.1.22.1. General Principles
23	1.1.23. General Principles	1.1.23.1. General Principles
24	1.1.24. General Principles	1.1.24.1. General Principles
25	1.1.25. General Principles	1.1.25.1. General Principles
26	1.1.26. General Principles	1.1.26.1. General Principles
27	1.1.27. General Principles	1.1.27.1. General Principles
28	1.1.28. General Principles	1.1.28.1. General Principles
29	1.1.29. General Principles	1.1.29.1. General Principles
30	1.1.30. General Principles	1.1.30.1. General Principles

LIST OF ILLUSTRATIONS (contd.)

Figures 17-21 Photos taken by Ted Phillips

Figure 17	View from Strickland car.	31
Figure 18	View from position of Locklear car, at first sighting	31
Figure 19	Flight path, center of photo, toward viewers	32
Figure 20	Looking east toward site where ash was found	33
Figure 21	Looking west toward site of ashy spot	33
Figure 22	Boeing 737	41

OF MODIFICATION

... by the ...

... of ...

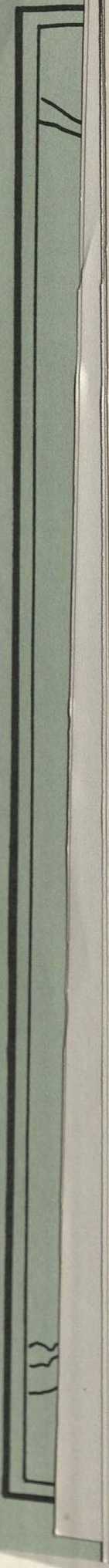
... of ...

...

... of ...

... of ...

... of ...



UFO EVENTS REPORTED IN SOUTHEASTERN NORTH AMERICA

Compiled by [illegible]
 APRIL 1-30, 1975

DATE	TIME	LOCATION	DESCRIPTION	REPORTER	STATUS
APR 1	10:00 PM	FLORIDA	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 2	8:00 PM	MISSISSIPPI	Large, bright object in the sky.	[illegible]	[illegible]
APR 3	9:00 PM	ALABAMA	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 4	7:00 PM	LOUISIANA	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 5	6:00 PM	MISSISSIPPI	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 6	5:00 PM	FLORIDA	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 7	4:00 PM	MISSISSIPPI	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 8	3:00 PM	ALABAMA	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 9	2:00 PM	LOUISIANA	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 10	1:00 PM	MISSISSIPPI	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 11	12:00 PM	FLORIDA	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 12	11:00 AM	MISSISSIPPI	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 13	10:00 AM	ALABAMA	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 14	9:00 AM	LOUISIANA	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 15	8:00 AM	MISSISSIPPI	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 16	7:00 AM	FLORIDA	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 17	6:00 AM	MISSISSIPPI	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 18	5:00 AM	ALABAMA	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 19	4:00 AM	LOUISIANA	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 20	3:00 AM	MISSISSIPPI	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 21	2:00 AM	FLORIDA	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 22	1:00 AM	MISSISSIPPI	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 23	12:00 AM	ALABAMA	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 24	11:00 PM	LOUISIANA	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 25	10:00 PM	MISSISSIPPI	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 26	9:00 PM	FLORIDA	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 27	8:00 PM	MISSISSIPPI	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 28	7:00 PM	ALABAMA	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 29	6:00 PM	LOUISIANA	Unidentified flying object seen in the sky.	[illegible]	[illegible]
APR 30	5:00 PM	MISSISSIPPI	Unidentified flying object seen in the sky.	[illegible]	[illegible]

UFO EVENTS REPORTED IN SOUTHERN NORTH CAROLINA

APRIL 3-9, 1975

This chart contains only those reports which have been investigated and documented by CUPOS personnel or whose reliability has been reasonably assured through police log sources.

Thursday, April 3

TIME	SIGHTING DURATION	LOCATION OF OBSERVER	OBSERVER	SHAPE OF OBJECT	OBJECT HEADING	LIGHTS	"Size"	"Speed"	"Altitude"	Noise	Flight path	Remarks	Source
01:45		Lumberton	Atkinson(P) McCormick(P)	round white light		1, white			300'	No No			LS
01:45	15-20 sec.	Lumberton water tower	Stanton(P)	triangular (D)	↑	os, Spl	car	Hovering to "terrific"		No		Spotlight directed straight down; illuminated water tower	JZ
01:55	4 min.	S. of St. Pauls	McPherson(C) T. Hagens(P)	Vee Vee(D)	←	os, R, B os, R, G, Spl	twin Cessna		200'; behind trees	No "		Lit up woods like giant flash bulb Appeared to take-off from woods	LS JZ
02:15		Hoke Co.	McGuire(P)	Vee	↗						"Hummm"	tree-top level	PL
02:20	2 min.	Roseboro	Driver(P)	Vee	↘	Spl, m, vi	car+	Hovering to "fast"	200'	No	passed directly overhead	Spotlight beamed on pecan tree	FH
02:35		Hiway 701 nr Elizabethtown	Buchanan	Vee									PL
03:30		Elizabethtown	Police Officer		←								PL
06:55		Columbus Co.	Deputies		←								PL

Thursday Daylight, No Reports

22:03		N.C. 501 bet Rowland & Maxton	Rowland deputies	Vee	↗	B, R, cl				No			PL
22:08		Hiway 71 bet Red Spgs. & Maxton	K.M. Hill C.H. Fields										PL
22:15-22:30			Henry Collins McLean										PL
22:30			Stone, Britt Freeman, Sanderson, Roberson Co. deputies										
22:30		Grimesland	Godley(P)	Round									

R. W. B.

[illegible]

21:31	St. Pauls over I-95	Deputies		↓						PL
22:22	bet Midway & Maxton over Hiway 130	Deputies		↘						PL
22:49	bet Wakulla & Red Spgs	Deputies		↗	numerous lights		tree-top No level			PL
23:54	nr Red Spgs.	Speigel(C) Thompson(P)	lights only; no shape	→ →	turned from "white" to totally red. Pulsated. 2nd light on other side of road	slow 20 mph	tree-top level	No		JZ

Saturday, April 5

01:30	6 min.	Pembroke	Speigel(C) Thompson(P)	light only; no shape	↑ ↓ 1 2	intensely bright like Mg flare	hovering to slow	tree-top level	No		JZ
01:30+			Freeman Dougherty (newsmen) joined Speigel Thompson								LS
01:30+		nr Pembroke	3 Robeson Co. deputies	Vee					No	3 deputies apparently watching same object as Speigel & Thompson, but closer.	PL
01:45		6 mi S. of St. Pauls on 1765	McGee(P)	Vee		os, R, brilliant white light on top	30' across				LS
02:00	10 min.		Speigel			3 lights blinked in 1-2-3... 1-2-3 pattern		behind No trees		kept changing direction of flight	JZ
02:00		nr Pembroke	D'Arruda, physics prof.			bright white lights, 2 sm. blinking red lights				abrupt change in direction	JZ
02:15			Speigel						No	move-stop-move flight	JZ
03:00		Dublin	Hester(P)	Vee	←	very intense bright light	hovered to "fast"	tree-top level	No	passed directly overhead	LS

Sunday, April 6

02:30		3 mi S. of Lumberton	Floyd (C)	Vee	←	R, B, Spl	car	tree-top level	No	Possible EM effects: 5/30 lights on building out.	LS
17:15		N. of Pembroke	Strickland+3 Locklear+1 David F.	(D) (D) (D)		5 reddish lights in formation; appeared to land			No	DAYLIGHT	RT JZ, TP, LS LS, TP TP

1:45		Police of- ficers						PL
21:00- 21:30		numerous citizens						PL
Tuesday, April 8								
02:30	3 mi.S.of Lumberton	Floyd(C)	Vee	→	car	tree- top level	No	LS
Wednesday, April 9								
02:30	3 mi.S.of Lumberton	Floyd (C)	Vee	→	car	tree- top level	NO	LS

Key to Abbreviations:

(P)=Police
(C)=Civilian
B=Blue
G=Green
R=Red
W=White
os=on sides
Spl1-1 spotlight
Sp2=2 spotlights
c=clear

(D)=Drawing of object. See Figs.

▶=Report of particular interest. See text.

Arrows indicate direction object was moving.

vi=variable intensity

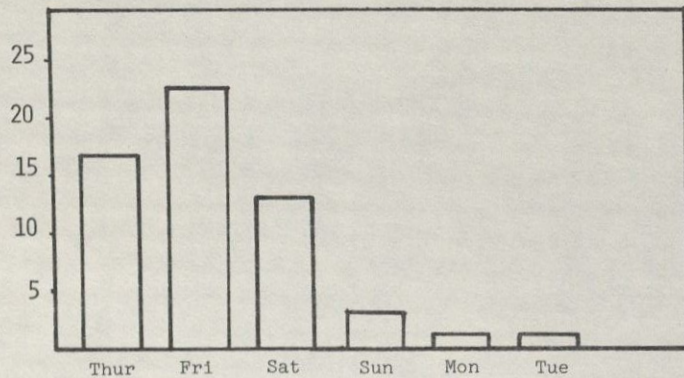
Piedmont Airlines' B-737 was in flight at this time.

Sources:

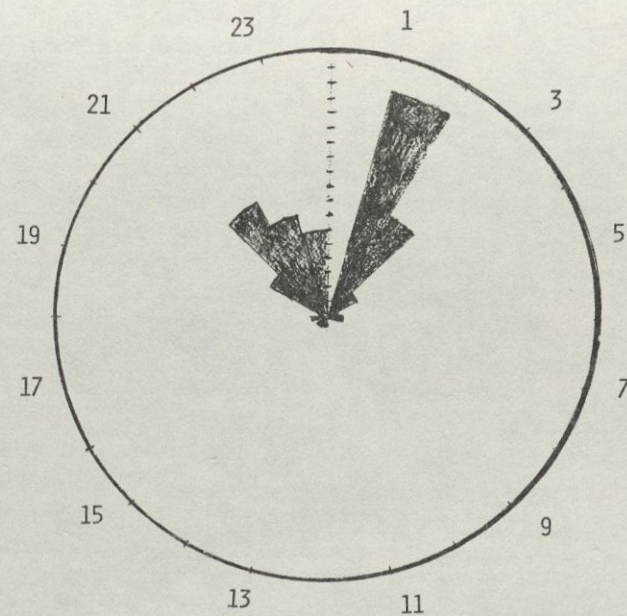
LS=Lee Speigel
FH=Frank Harrison
TP=Ted Phillips
JZ=Jennie Zeidman
PL=Police logs
RT=Ronn Thompson

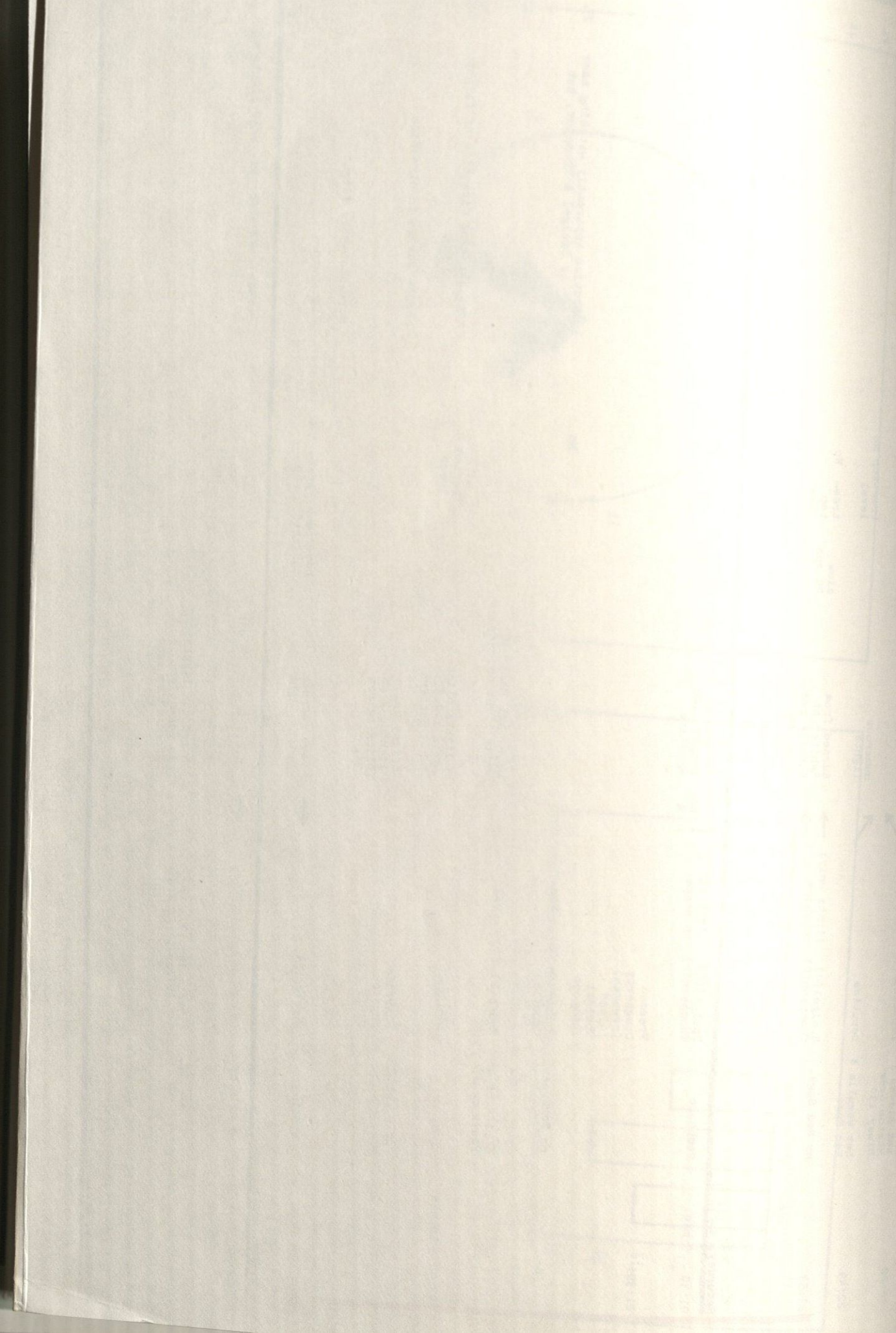
↑ = N

DAILY DISTRIBUTION



TIME DISTRIBUTION





During the period April 3 to April 9, 1975, considerable UFO activity was reported in an area of approximately a forty-mile radius of Lumberton, North Carolina. The location is in the southeastern part of the state, bordered on the SW by the state of South Carolina and on the SE by the city of Wilmington and the Atlantic seacoast. The region is flat, with heavy patches of pine forests, open areas of farmland, swamps and canals. The soil is fine gray sand. Lumberton has a population of about 16,000; it comprises the largest community in the immediate area. UFO activity has been intermittently reported in this region over the years.¹ The present flurry of activity, however, stands as a distinct entity and is regarded as significant for several reasons:

1. The persistence of the phenomenon. The same apparent object was observed several days.
2. The large number of witnesses. At least 48 police officers, plus an unknown number of private citizens, reported the object.
3. The consistent descriptions of the object given by independent observers, and the consistent drawings of the object made by independent observers.
4. The rapidity with which CUFOS became involved in the case. Communication with UFO CENTRAL from Lumberton police reached the Center within an hour of the initial UFO sightings.

¹For a journalistic survey of UFO activity in the area, see Quarter Century of UFOs in Florida, North Carolina, and Tennessee, by George Fawcett, Pioneer Printing Company, Mt. Airy, North Carolina. More recently Mr. Fawcett has written in Official UFO magazine, of November 1975, "The UFO Wave in North Carolina." Mr. Fawcett's work is based on popular news media coverage of UFO activity in North Carolina.

Two distinct categories of phenomena are represented by the Lumberton area activity; their inter-relationship has not been established:

- a) A V-shaped or wedge-shaped object,² brightly lighted, apparently about the size of an automobile, which was seen by many observers, at close range, over a several night span.
- b) Five reddish-colored lights which may have landed and left physical traces in a field, in daylight, and were observed simultaneously by three sets of independent observers.

The characteristics of the V-shaped object (each reported by at least two witnesses) which determine its being classified as a UFO are:

1. Range of speed from hovering to 200+ mph in very short periods of time.
2. Ability to execute flat (as opposed to banked) turns.
3. An intensely bright spotlight which had directional maneuverability, variable intensity, and, on at least two occasions, appeared to "signal" in response to automobile headlight or automobile spotlight blinking.
4. Absence of noise: only three witnesses (out of more than fifty) reported any sound from the object in spite of the fact that most observers felt that they were within 200 feet of it.

Specifically, with the data presently available, it appears that between April 3-9, 1975, in the Lumberton area:

1. There were at least 57 separate UFO events reported.
2. There were at least 60 observers whose names are available or are potentially available,

² Although the objects described and drawn could be more accurately described as triangular or delta-shaped, the term "Vee" is used in this report whenever that specific word was used by the reporter.

3. At least two of these events were possibly Venus,
4. Some events may have been generated by a Piedmont B-737,
5. Of the remaining events, specifically reported were:
 - a) 23 V-shapes
 - b) 9 spotlights
 - c) 3 flat turns
 - d) 11 sightings at tree-top level or below
 - e) 3 sightings with noise
 - f) 22 sightings without noise
 - g) 2 signal responses to headlights
 - h) 10 hovering objects
 - i) 3 objects passing directly overhead
 - j) 4 sightings of lights only; no shape.

First reports of this cluster of UFO activity in southern North Carolina began in the early hours of Thursday, April 3, 1975, soon after a thunderstorm had swept through the area.

At 01:45, two Lumberton policemen, P. H. Atkinson and Neil McCormick, while patrolling in their car near North Carolina 211 and 301, observed an unfamiliar light hovering over the water tower behind Lumberton High School. Their first impression was that it was a helicopter. They started driving north toward Fayetteville in an attempt to get a closer look, but lost sight of the object. At that time, the weather at Fayetteville, thirty miles to the north, was a measured 500 foot overcast, visibility 3 miles, with a light rain shower.

Simultaneously, Phil Stanton, Lumberton patrolman, was alone in his police car approximately 200 yards from the water tower. He, too, thought the object was a helicopter. Stanton reported: "...I saw it hovering directly over the tower. When I got closer, switched off my motor and got out of the car,

that's when I saw it close up. It was triangular-shaped with a row of lights down each side, and one big spotlight on the front [Fig. 1]. I estimated the object to be about 200 feet

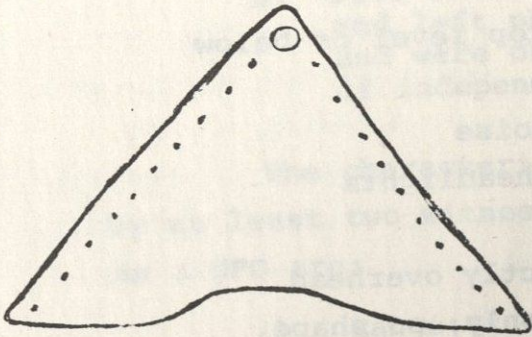


Figure 1. Drawing by Phil Stanton

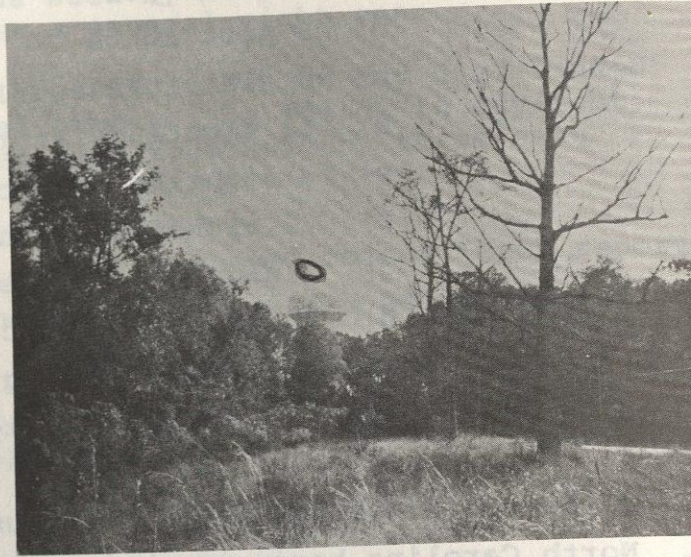


Figure 2. Object hovering over water tower, drawn by Stanton over Polaroid print

off the ground because the water tower is nearly 200 feet high.³ the craft looked like it was just about the size of my patrol car. I saw a beam of light just directed straight down and it lit up the lettering on the water tower. Then the spotlight went out and the thing just took off at a terrific rate of speed, making no sound."

The object sped away toward St. Pauls, 12 miles due north, and Stanton radioed St. Pauls police to be on the lookout for it.

Patrolman R.T. (Tommy) Hagens and civilian John "Bud" McPherson were in the St. Pauls police station when they heard

³Actual dimensions of the water tower: 162' high, 74' diameter (Robeson County Department of Public Works).

Stanton's call that a UFO was seen heading north from Lumberton along Route 301. About two miles out of town they saw a "blinding flash of light which lit up the woods like a giant flash bulb," McPherson said. "When I first saw the object it was coming up from behind some trees, which led me to believe it had been on the ground before that."⁴ I could see the outline of the trees silhouetted against the light."

"It rose slowly above the trees," Hagens added, "started to move slowly, then suddenly accelerated, changed direction, and in 15 to 20 seconds it had faded out and disappeared. The light had intensified real bright when it first started to accelerate."

McPherson estimated the object to be about the size of a twin-engine Cessna,⁵ and he said it made no sound. Fig. 3 shows the object as drawn by Hagens and agreed to by McPherson.

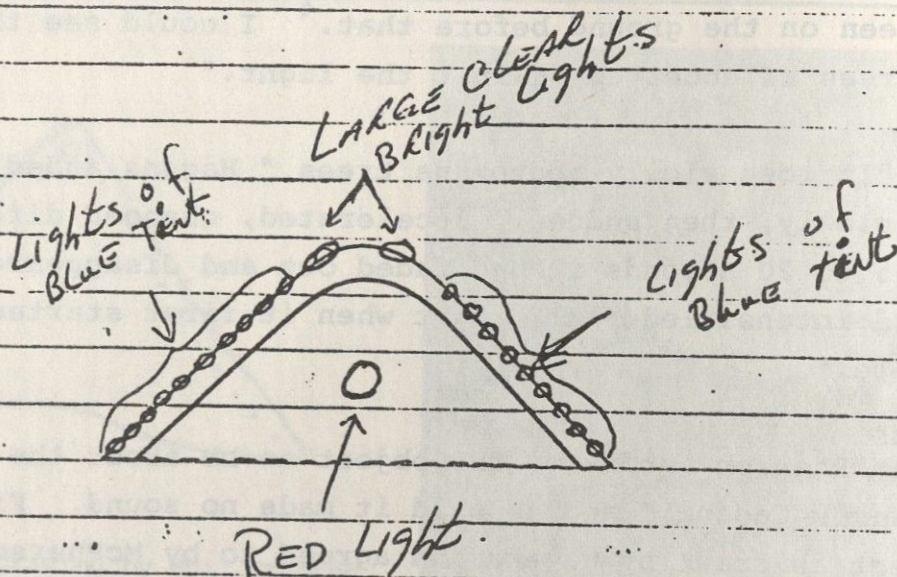
After the St. Pauls sighting, dispatcher Ronn Thompson notified Hoke County lawmen to be on the lookout, for the craft seemed to be heading their way. A few minutes later, at about 02:15, Deputy George S. McGuire, in Hoke County, reported that he was in pursuit of a V-shaped object which he last saw heading northeast toward Sampson County.

At 02:20, Officer Jim Driver of the Roseboro (Sampson County) Police Department, alone in his patrol car, noticed a series of lights in the air, hovering over some pecan trees.

⁴The fields and woods at the sighting area were later inspected by Lee Hamilton and Toni Goodyear, both of the Robesonian news staff. No evidence of a landing or other disturbance was apparent to them.

⁵Wingspan, depending on Cessna model, anywhere from 45 to 70 feet.

From St. Pauls
Not to Scale



LIGHTS INTENSIFIED REAL BRIGHT WHEN
 OBJECT ACCELERATED AND SPED AWAY.

OBJECT SEEN BY: R.T. HAGENS AND JOHN MC PHEARS

Figure 3.

After watching it hover for about a minute, assuming it to be a helicopter, he noticed a big light in the front of the object as it silently remained over the trees. "I got out of the car at that point and could not hear any sound coming from the object. When I tried to radio to headquarters my car radio became all scrambled, so I had to use my walkie-talkie instead. The light on the object swung around and lit up the pecan trees which were about 200 feet away," Driver said. He had a side view of the object and guessed it to be somewhat longer than an automobile. He estimated its altitude at approximately 200 feet. Some low scudding clouds remained after the storm, and the object was well beneath the clouds. "The bright light on it became much more intense," Driver said, "and then the craft took off at a very high rate of speed to the southeast."

Fifteen minutes later a seemingly identical object was reported by James Buchanan, a member of the Roseboro Rescue Squad. He observed it as it lit up the pecan trees. When he got back into his car to use the radio, he took his eyes off the object. When he looked back out, it had completely vanished.

At 03:30 an unidentified officer in the Bladen County town of Elizabethtown reported "an object" near Highway 701, heading SW toward Clarkton and Bladenboro. He gave chase, but lost the UFO in the cloud cover. Meanwhile, Dispatcher Thompson had notified the Columbus County Sheriff's Department and the police departments in Fairmont and Dillon Counties, South Carolina, as well as the South Carolina Highway Patrol, that the object might be headed their way.

At 06:55, five minutes before official sunrise, an unidentified lighted object was reported by Columbus County Sheriff's deputies.⁶

⁶Further data unavailable to CUFOS investigators.

Thus, on the basis of the first night's activity alone, with a brightly lighted noiseless object hovering under a low overcast, it would appear that no ordinary aircraft could possibly have been responsible for the reports of at least ten different observers.

Between 22:00 Thursday and 02:20 Friday (April 3-4), numerous fragmentary reports flooded the Robeson County Sheriff Department. At 22:03 an unidentified flying object was reported over Highway 501, between Rowland and Maxton, and shortly afterward over Highway 71, between Red Springs and Maxton. The observations were reported to the Robeson County Sheriff's Department by the Rowland and Red Springs Police Departments.

Between 22:15 and 22:30 (Thursday night, April 3), six Robeson County deputies and one State Highway patrolman called in six sightings.⁷ At approximately 22:30, Patrolman Marvin Godley of the Grimesland (Pitt County) Police Department (130 miles NE of the last observation) reported a UFO "round in shape, with red, blue and white lights, traveling in a zig-zag flight path." This remains the only report of a round UFO in this sequence of sightings.

At 23:45, Scotland County deputies, to the west of Robeson County, reported that they were in pursuit of a V-shaped craft on Highway 71, headed toward Robeson County and Red Springs. Rowland Police Officer James Lewis reported without detail an unidentified object north of Rowland over Highway 301, headed NW. Sightings were called in shortly after by numerous private citizens in the Cumberland and Sampson County areas.

⁷ Actual data for this interval are unavailable. The probability exists that some of the radio talk concerning UFOs at this time was of a casual nature and was unmotivated by actual sightings.

At 01:00 Friday morning (April 4), an unidentified man called the Robeson County Sheriff's Department to report a large white light heading toward N.C. 710 north of Rowland. Ten minutes later and 75 miles to the northeast, in Sampson County, Officer John Hayes of the Newton Grove Police Department had been alerted by the Sampson County Sheriff's Department that numerous phone calls from citizens, as well as deputy reports, indicated that a UFO was headed in his direction. Hayes was on patrol off U.S. 13 near rural paved road #1703. He stopped his car and turned off the lights and engine. An object passed directly overhead. The ceiling was unlimited and the visibility was seven miles. "I got outside the car then and estimated the object to be 300 to 400 feet high. The only sound I was able to hear was a very slight humming noise. I noticed a grayish-blue glow around the outer edges of the thing, and also noted that the craft was moving extremely slow...much too slow for any conventional aircraft." In the two minutes he was able to observe the object, Officer Hayes could clearly make out a V-shaped structure, a series of lights under each side, and a large spotlight on the front (Fig. 4). Hayes also stated that the object made a flat, as opposed to a banked, turn.

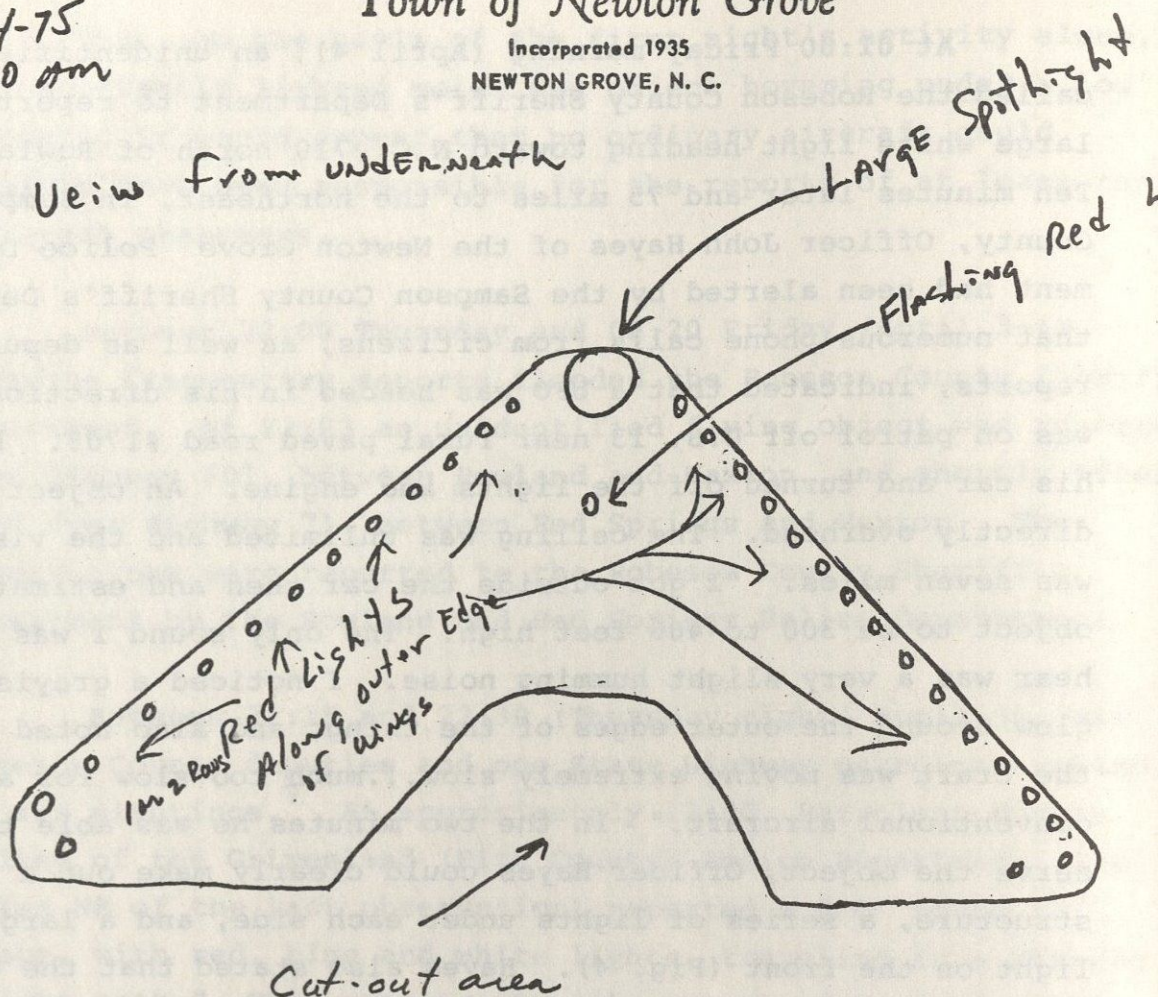
At 01:30 Policeman Ernest Haggin and two passengers were on a rural road north of St. Pauls when they spotted a flying V-shaped object. Haggin stopped and got out of the car. The outstanding features were a large white spotlight in front and rows of red and green lights along the edges. The altitude was estimated to be 200 feet; the distance to the object to be 500 feet. It appeared somewhat bigger than a car and was moving not less than 50 mph. "It was coming directly toward me when suddenly it turned sharply...it didn't bank...and started heading toward Fayetteville. I started to chase it in the patrol car. I got up to 70 mph, until I was right beside it, and then it started to pick up speed. I got up to 100 mph, and then it

Figure 4.

US 135. + RPR 1703
 NEWTON GROVE
 1:24-75
 1120 am

Town of Newton Grove

Incorporated 1935
 NEWTON GROVE, N. C.



Heading S.E. Along NC 55 E.

This sketch drawn by Officer
 John Hayes, Newton Grove, N.C.
 It was also identified by other
 law officers whose names are
 on this paper.

Harry Moore
 Ernest Hagans

John W. Hayes
 William H. Hagless
 Philip A. Stanton

2011111

2002100 11:45 10:00

just left real fast. I viewed the object for about eight minutes, and I never heard it make any sound, except when it turned and made a 'shhh' type of noise."

Robeson County Special Deputy William Halstead was driving south along Route 301 at 01:45 with three other lawmen when a report came over the radio from the Rowland Police Department of a UFO heading north near Route 301. "A few seconds later I saw it myself," Halstead said. "I stopped the car, got out, and looked through binoculars at it for about 30 seconds. It seemed to have a V-shaped body that I could make out because a large bright light on the front of it illuminated the perimeter of the object. It was between 200 and 300 feet in altitude, and it remained stationary for about fifteen seconds before moving off rapidly without making any sound." Halstead described the object as "big as an average car." The three other men in the car were unimpressed by the object, according to Halstead.

An object matching this description was seen in Rowland, 15 miles south of Halstead's position, a minute and a half after his sighting.

Before midnight on Thursday night, Reverend Evander Parnell had been alone in his home in Lumberton monitoring the police radio. It occurred to him that he knew "a good place for UFO watching," so he drove out to a site in open country about eight miles west of Lumberton on Rt. 74. Rev. Parnell was parked about 90 minutes before he made his observation. At 01:45 on Friday morning he saw a "very luminous yellowish-white light, about the same size as the moon but brighter than the moon," which appeared "out of nowhere" and seemed to go down in the woods about a half-mile from his position. The light, which was soundless, increased in intensity as it descended, lighting up the woods "like they was on fire." The light came to a dead

stop, apparently on the ground, then after a few seconds it went out. Parnell never observed the light ascending. He felt that the UFO did have some form--"It was not just a light."⁸

The next reported sighting of a V-shaped object was by Mr. James Ed. Floyd, at the Alamac Knitting Mill. Mr. Floyd made four observations, each on a different date, and for purposes of comparison they are grouped separately, below.

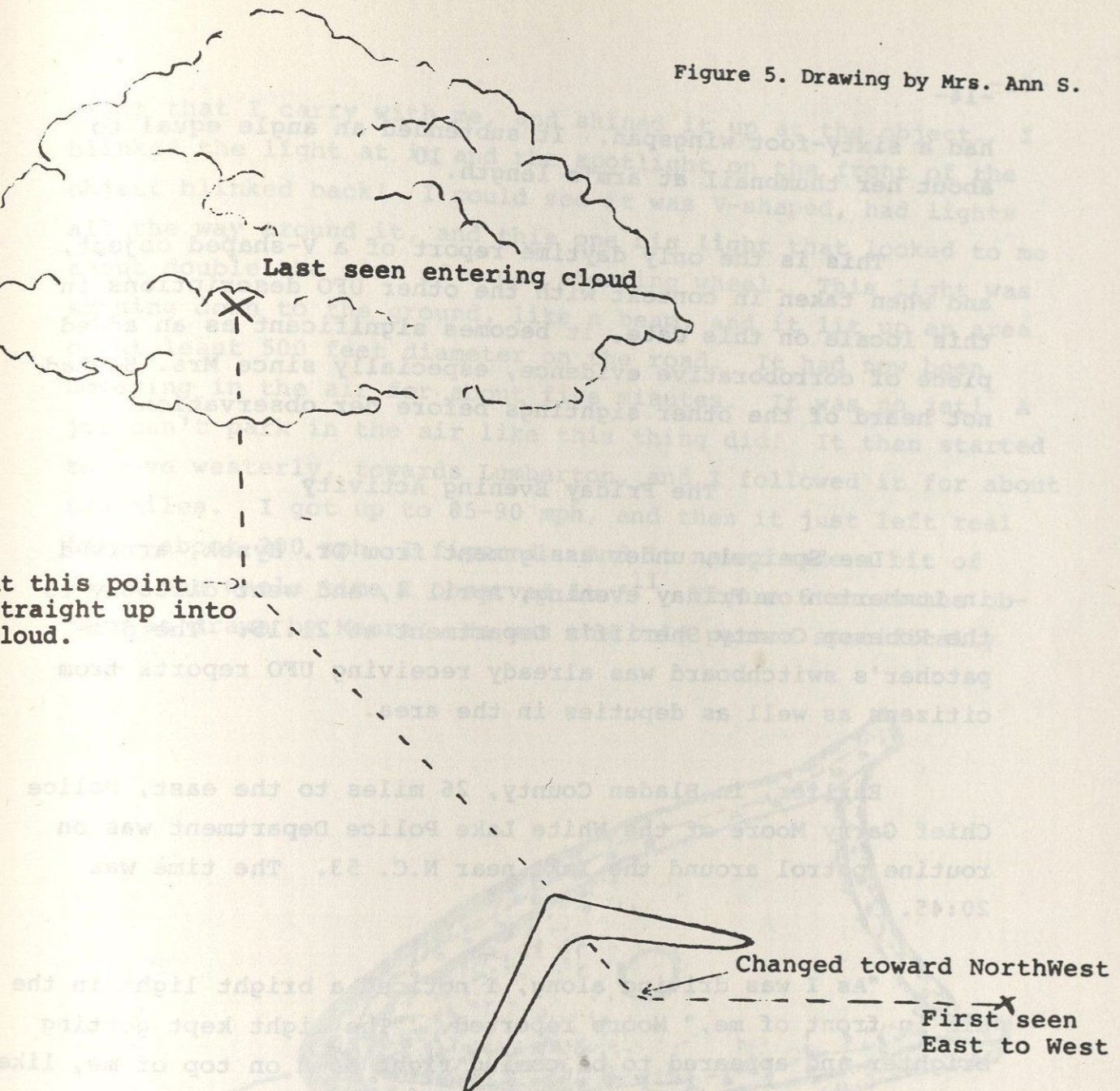
The V-shaped Object at Noon

The only known daylight observation of a V-shaped object occurred next, on Friday noon near Jacksonville, North Carolina 100 miles east of Lumberton. The sky was clear with light scattered cumulus clouds, wind gusting up to 50 knots. At 12:20, Mrs. Ann S.,⁹ the wife of a Marine Corps officer, had just opened the drapes in her suburban home, and was watching seagulls in flight. Suddenly a V-shaped craft flying almost in line with the gulls caught her attention. The craft was a bright non-reflective white with no visible seams or ports. It was heading into the wind at an estimated speed of 80 to 100 mph. She first sighted the craft flying from east to west. It then changed to a NW heading, flew horizontally toward a cloud, then flew straight up, disappearing into the cloud as the cloud passed over it (Fig. 5). The craft seemed to "slip" from one altitude to another. There was a slight hesitation but not a full stop as it changed flight path from horizontal to vertical. As it flew up into the cloud its speed increased to approxi-

⁸The above information was obtained in a phone conversation I had with Parnell on October 21, 1975. It conflicts with Lee Spiegel's account of his original interview with Parnell soon after the event, in which Parnell allegedly stated "I saw a brightly lit object rise up from behind the trees, making no noise. It rose to about 300 feet and headed east real fast."

⁹She has requested that her name not be used.

Figure 5. Drawing by Mrs. Ann S.



mately 200 mph. Its altitude, while in horizontal flight, was estimated at 1500 feet; the horizontal distance could have been as much as one-fourth mile when first seen, but the object was almost directly overhead when it entered the cloud. Mrs. S. is very familiar with all kinds of aircraft, and felt that any conventional aircraft would have been audible from inside the house under these circumstances. She estimated that the object

had a sixty-foot wingspan. It subtended an angle equal to about her thumbnail at arm's length.¹⁰

This is the only daytime report of a V-shaped object, and when taken in context with the other UFO descriptions in this locale on this date, it becomes significant as an added piece of corroborative evidence, especially since Mrs. S. had not heard of the other sightings before her observation.

The Friday Evening Activity

Lee Speigel, under assignment from Dr. Hynek, arrived in Lumberton on Friday evening, April 4, and went directly to the Robeson County Sheriff's Department at 21:15. The dispatcher's switchboard was already receiving UFO reports from citizens as well as deputies in the area.

Earlier, in Bladen County, 26 miles to the east, Police Chief Garry Moore of the White Lake Police Department was on routine patrol around the lake near N.C. 53. The time was 20:45.

"As I was driving along, I noticed a bright light in the air in front of me," Moore reported. "The light kept getting brighter and appeared to be coming right down on top of me, like it was going to hit the car, and that's when I pulled over. It came to within 200 feet of me, and I got out of the car and looked up at the thing. The light from it was so bright I had to look away.

"I reached back into the car for an airplane landing

¹⁰ A thumbnail at arm's length subtends an angle of anywhere from 1 to 1½ degrees. If the distance to the object was ¼ mile (1320'), the wingspan of the object would be in the range of 24 to 36 feet.

light that I carry with me, and shined it up at the object. I blinked the light at it and the spotlight on the front of the object blinked back! I could see it was V-shaped, had lights all the way around it, and this one big light that looked to me about double the size of a car steering wheel. This light was shining down to the ground, like a beam, and it lit up an area of at least 500 feet diameter on the road. It had now been hovering in the air for about five minutes. It was no jet! A jet can't park in the air like this thing did! It then started to move westerly, towards Lumberton, and I followed it for about two miles. I got up to 85-90 mph, and then it just left real fast--about 200 mph, I figured. And it never made a bit of sound the whole time I observed it."¹¹ Figure 6 shows the object as drawn by Moore. He was the only person specifically

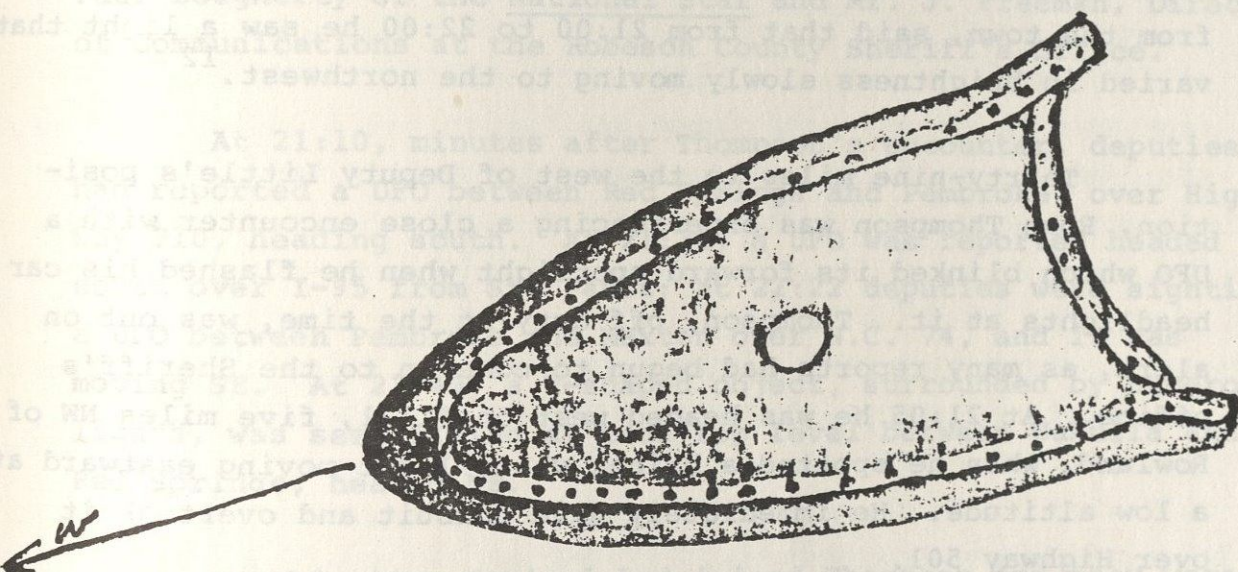


Figure 6. Drawing by Garry Moore.

¹¹ Moore reported that the object subtended an angle equal to a cigarette held at arm's length. Assuming this to be between four and five degrees, at a distance of 1/16 mile (330 feet) the object would be about 27 feet wide.

reporting that the object moved "point forward," or what one would expect aerodynamically. It may be that the object moved "point forward" at other times but since it seemed so "natural" it was not mentioned.

A White Lake police officer, Sergeant J.C. Baxley, also reported an object which he thought was hovering in the vicinity of Moore's car. He observed the object (which he said was V-shaped) for about 45 minutes before it moved off in a westerly direction.

Bladen County Deputy Sheriff Phillip Little said he saw a "big glow, four or five times brighter than a star" through binoculars from a location near Elizabethtown (about ten miles west of Chief Moore's location). Little, looking northwest from the town, said that from 21:00 to 22:00 he saw a light that varied in brightness slowly moving to the northwest.¹²

Thirty-nine miles to the west of Deputy Little's position, Ronn Thompson was experiencing a close encounter with a UFO which blinked its forward spotlight when he flashed his car headlights at it. Thompson, off duty at the time, was out on alert, as many reports had begun to come in to the Sheriff's office. At 21:05 he was headed west on #1131, five miles NW of Rowland, when he spotted a bright white light moving eastward at a low altitude. He immediately gave pursuit and overtook it over Highway 501.

"The craft was hovering silently above and beside the open roadway, approximately 100 yards away from me," Thompson

¹²It is undetermined whether Baxley actually was east of Moore's position, i.e., what direction he was looking when he saw the object. If he was looking west, the probability exists that he was looking at Venus. In the case of Deputy Little, the information given very strongly suggests that he was looking at Venus.

said. "I stepped outside my vehicle, and with my right arm reached back in and switched my headlights on and off twice, and sure enough, the front spotlight on the craft flashed twice, exactly.¹³ I could make out two spotlights on it--one on the front and one on the back. At no time did I see a V-shape; only lights. The thing then proceeded to move in a SW direction, so I turned the car around to give pursuit again. I soon lost sight of the craft as it disappeared behind trees. As I was able to get within 100 yards of the thing, there's no possibility, as far as I'm concerned, that it could have been any type of man-made conventional aircraft. I've never seen anything like it before."

Moments after Ronn Thompson gave up the pursuit, Lee Speigel was enroute to Thompson's location, accompanied by Paul Dougherty of the National Star and Mr. J. Freeman, Director of Communications at the Robeson County Sheriff's Office.

At 21:10, minutes after Thompson's encounter, deputies had reported a UFO between Red Springs and Pembroke, over Highway 710, heading south. At 21:31, a UFO was reported headed south over I-95 from St. Pauls; at 22:22 deputies were sighting a UFO between Pembroke and Maxton over N.C. 74, and it was moving SE. At 22:49, a V-shaped object, surrounded by numerous lights, was seen flying at tree-top level between Wakulla and Red Springs, headed NE.

By this time Speigel had joined Thompson and they were cruising the areas where the object had last been sighted.

At 23:45, near Red Springs, Speigel and Thompson caught sight of a large bright light (light only; no shape) getting

¹³ Compare with Moore's report, 20 minutes earlier.

brighter and moving easterly just at tree-top level approximately 600 yards away. Spiegel reported, "The light seemed to be coming closer due to the increasing brightness of it. After stopping the car, we heard no noise from it. Then it turned totally red, pulsating every $1\frac{1}{2}$ to 2 seconds. And then I noticed, on the other side of the road, flying in the same direction, and approximately 30 to 40 feet above the trees, another red light, pulsating at the same rate as the first. The two lights were soon out of sight."¹⁴

It was now Saturday morning, April 5, and at 01:30, Spiegel and Thompson were driving along Philadelphus Road, just outside of Pembroke, when a deputy radioed that a V-shaped craft was heading north near their location. Spiegel reported "It appeared to us at first as a white light moving very slowly about 15 to 20 feet above a line of trees that was between 500 to 600 feet away from us. A large open field separated us from the treeline. We stopped the car to get a better view of the light. Weather conditions were on our side: a perfectly clear starry night, no moon, and extremely quiet surroundings.

"As the light moved in a northerly direction, it would stop and start up again, always moving very slowly. The brightness of the light precluded our seeing any structure. At this point Communications Director Freeman and reporter Dougherty pulled up in another car and confirmed what we were seeing. We turned off car engines and headlights. The craft stopped...the light became intensely bright, like a magnesium flare, I thought and the others agreed. It was difficult to look directly at it. It hovered for a minute, and the only audible sound was that of numerous dogs barking in the background.

¹⁴Speigel was not impressed by these lights. Their motion was not unusual, and if he had not been actively "UFO hunting," he would not have paid particular attention to them.(!)

"Meanwhile, a car with three Robeson County deputies was at a closer point than we were to the craft, and they radioed to us that they could see the V-shaped structure of it and that it was making no sound whatsoever.

"After the short time it remained motionless, the object changed, in the flash of an eye, to a totally red color, and began to pulsate at the rate of two seconds, and moved slowly back the way it had come, now southerly. We noted its irregular movement at this time, stopping and starting as it did before. Our total time of observation before it disappeared behind some trees southwest of us, was six minutes. The deputies who had been closer joined us shortly after and told us the object had come around in a circle, hovered a short time, made a turn and slowly moved off, picking up speed to about 35 mph."

Fifteen minutes later, at 01:45, six miles south of St. Pauls on state road #1765, highway patrolman M.D. McGee reported seeing an object which had a "brilliant white light at the top, appeared to be about 30 feet across, and had reddish orange lights on both of its sides."

At 02:00, Speigel and Thompson were once again in pursuit of a mystery object which stayed in sight for ten minutes.

"It kept changing its direction of flight," Speigel reported. "From our vantage point, traveling south down road #1006 near Red Springs, we could make out three lights on the craft, all of which were pulsating back and forth in a 1-2-3 ... 1-2-3 pattern.¹⁵ Again it was lost behind trees until we saw it again at 02:15, as we were driving along rural paved road

¹⁵This is similar to the pulsations mentioned by Muscarello and described by John Fuller in Incident at Exeter, p. 11, a Berkley Medallion Book, New York, N.Y.

#1752, approximately ten miles west of Lumberton. The object seemed to be moving in a downward plane over road #1518 in an erratic manner. Again it appeared to move-stop-move as we attempted to follow it. As we drove down road #1752, the craft was on our left, sometimes hidden by a constant line of trees on that side of the road. We seemed to be catching up to it, at 90 mph, but then it picked up speed and crossed #1752 going NE in the direction of St. Pauls. Ronn Thompson alerted the St. Pauls Police Department, but it wasn't seen by them."

Forth-five minutes later, at about 03:00, 15 miles east of Lumberton, Patrolman Gordon Hester viewed an object while it was circling the water tower in the town center of Dublin, North Carolina. "It was at tree-top level, and at one point it just stopped and hovered for about ten minutes. It was V-shaped and had a very intense bright light on the front of it that hurt my eyes to look at. For a minute I thought it might hit the top of the water tower. At its closest point to me I estimate it was 300 feet directly over my head. It was no airplane. And it made no sound at all. After circling slowly it took off real fast, headed west." Hester also stated that the object made flat, unbanked turns and had a revolving (not blinking) red light under each side of it. There were larger lights out on the wing tips and other lights of indeterminate color and size.

There were other scattered observations in the Lumberton area over the next few days (see chart). Of particular interest is the Strickland/Locklear sighting near Pembroke.

The Daylight Lights Case

The sightings which took place on Sunday afternoon, April 6, 1975, near Pembroke, comprise a different category of

UFO report (daylight observation, with possible ground traces). These events are of interest because two separate multiple-witness observations and another observation by one individual, of apparently the same objects, took place simultaneously from three separate though close locations.

Ray Strickland, 35, a deputy sheriff, his wife, a public school teacher, and their two daughters, ages 13 and 10, were driving north at a speed of about 50 mph on the Philadelphia Road, 1.5 miles north of Pembroke, at 17:15 on April 6, 1976. The sky was almost totally clear, temperature 62°, wind 31° and 12 knots. Strickland noticed the objects first and called them to the attention of the others. They observed a group of five "big pink-and-reddish lights" flying as a unit, which passed in front of their car in a descending angle, and appeared to land in a field approximately 400 feet to the right (east) of the road. The lights were seen through the windshield and the closed side windows of the Strickland car. Each light had a bluish streak or tail behind it which appeared to be about twice the length of the light diameter. Strickland's impression was that the lights were about 12 inches in diameter and the streaks were 24 inches long.¹⁶ The lights did not vary in intensity or color, and the trajectory or flight path remained a constant shallow angle. Fig.14 shows the path of the objects as viewed from the Strickland car. "The distance to the lights stayed about the same, as we were driving toward it and it was moving away at an angle," Strickland reported. "I started braking as soon as I saw it. The lights were about 100 feet above the ground and about 350 feet away. I would say they were moving about 100 mph.

¹⁶ Six months later, at the site, Strickland estimated that the lights subtended at an angle of $\frac{1}{2}$ degree. The distance from Strickland's car varied from 280' to about 500'. At 1/16 mile (330') an angular dimension of $\frac{1}{2}$ degree gives an object diameter of 3 feet.

"They were flying in a tight formation that never changed [Figs. 7 and 8]. As the lights flew in front of my car, they seemed to be coming down and were headed towards a house off to our right. My wife was sure the lights were going to hit the house, so I turned into the dirt road leading to it and we could see the lights going down beyond the house, into potato field. With the house in the way, we couldn't actually see the lights land."

Three young boys were sitting on the porch, and another boy (David F., age 12) was standing in the yard as the Stricklands drove into the driveway. David was the only one who saw the object(s).

"I saw two big balls of fire come down," David said. "They were red and they had a little spot of yellow in the middle" (Fig. 9, drawing by David). David did not see the tails or streaks on the objects; however, he, and another boy named Greg, saw smoke when the objects landed.

"It hit the ground and then it left a big ball of smoke. It was grayish smoke, not real dark. It made dust come up and you couldn't see it then. That smoke went up as high as the house [single story house]." None of the observers saw any objects or lights ascend from the apparent landing site.

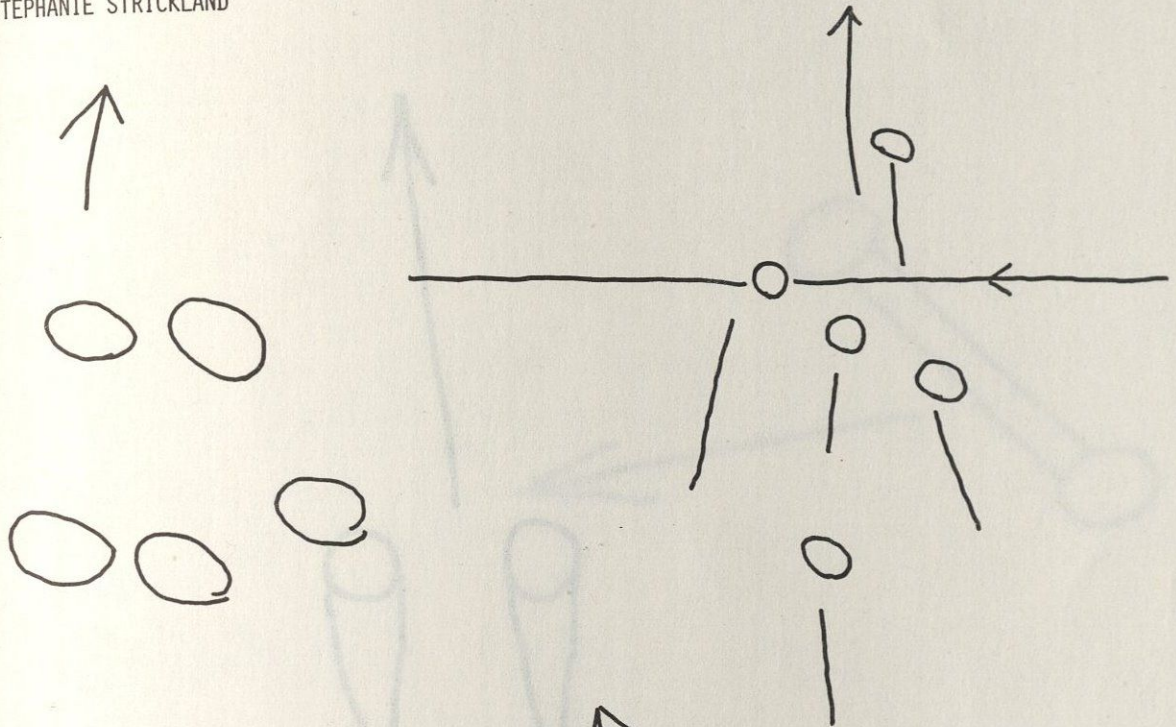
Strickland did not go back to the potato field immediately, but drove his family home (about two miles) so they could dress for church. He phoned Ronn Thompson to meet him at the site, and then Strickland drove back to the site alone and met Thompson there a half-hour later. They walked out to the potato field.

"We discovered six circular patches of a bluish color

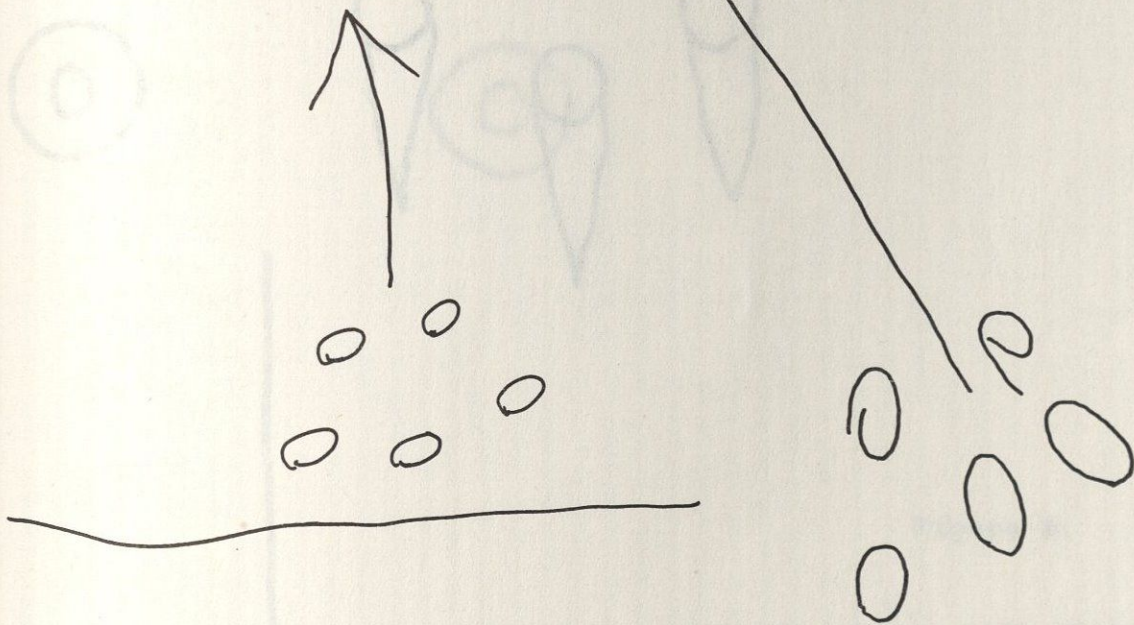
Figure 7.

LIGHTS AS DRAWN BY RAY STRICKLAND

STEPHANIE STRICKLAND



MRS. STRICKLAND



← Road →

MICHELLE STRICKLAND

Figure 8. LIGHTS WITH "STREAKS" AGREED TO BY STRICKLAND FAMILY

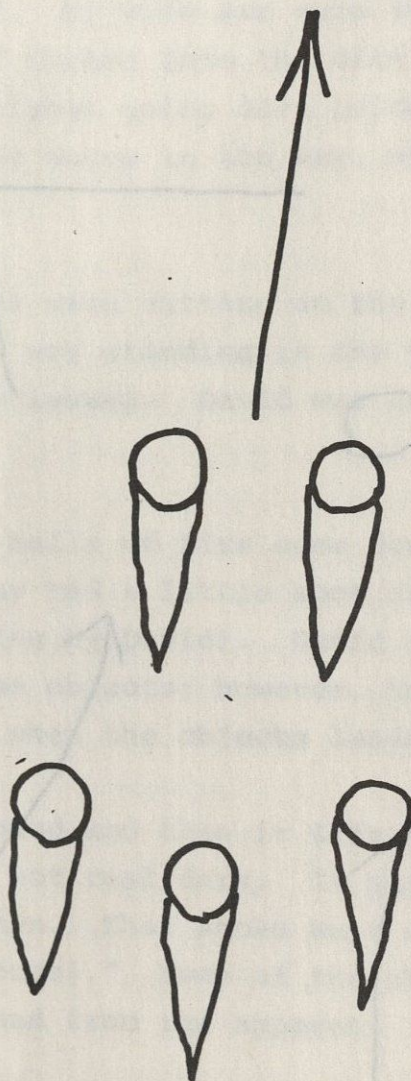


Figure 10. RED LIGHTS WITH "CHROME" BAR BETWEEN THEM
AS SKETCHED BY MRS. LOCKLEAR

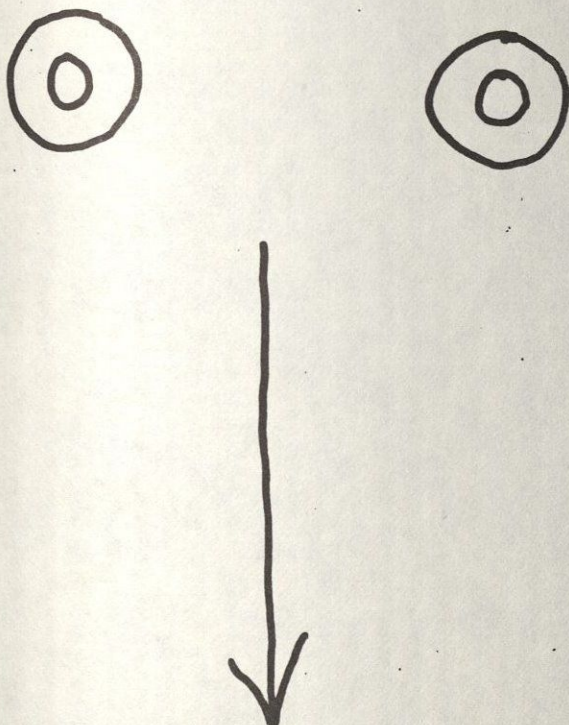
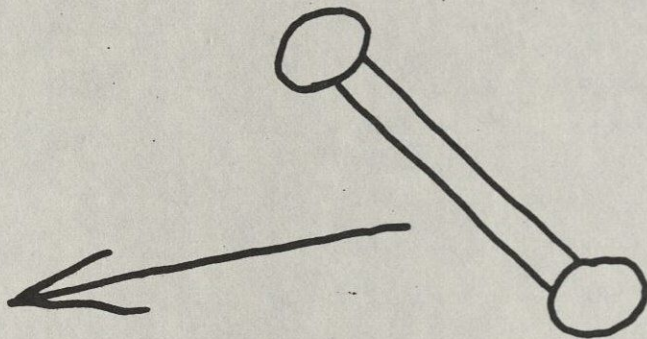


Figure 9.

REDDISH LIGHTS WITH YELLOW CENTERS
AS SKETCHED BY DAVID F.



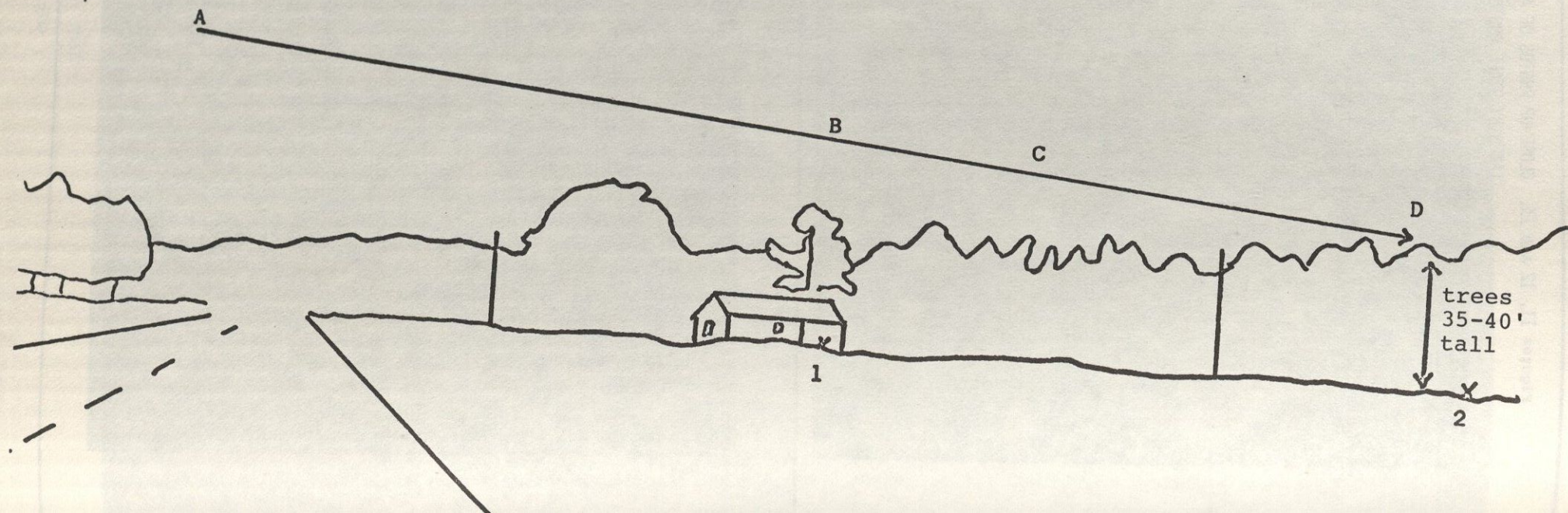
Figures 11, 12 AND 13. CLOSE-UP PHOTOS OF ASHY DEPOSITS ON SOIL
TAKEN BY STAFF PHOTOGRAPHER OF THE ROBESONIAN



Figure 14. VIEW FROM STRICKLAND POSITION (FACING NORTH)

- 1) POSITION OF DAVID F.
- 2) LOCATION OF LANDING SITE
- A-D) STRICKLAND OBSERVATION, FROM ABOUT 30° - 10° , 8-10 SECONDS
- B) DAVID F. OBSERVATION, OVERHEAD TO GROUND LEVEL, ABOUT 3-5 SECONDS
- D) LOCKLEAR OBSERVATION, 15° - 10° , LESS THAN 5 SECONDS

-28-



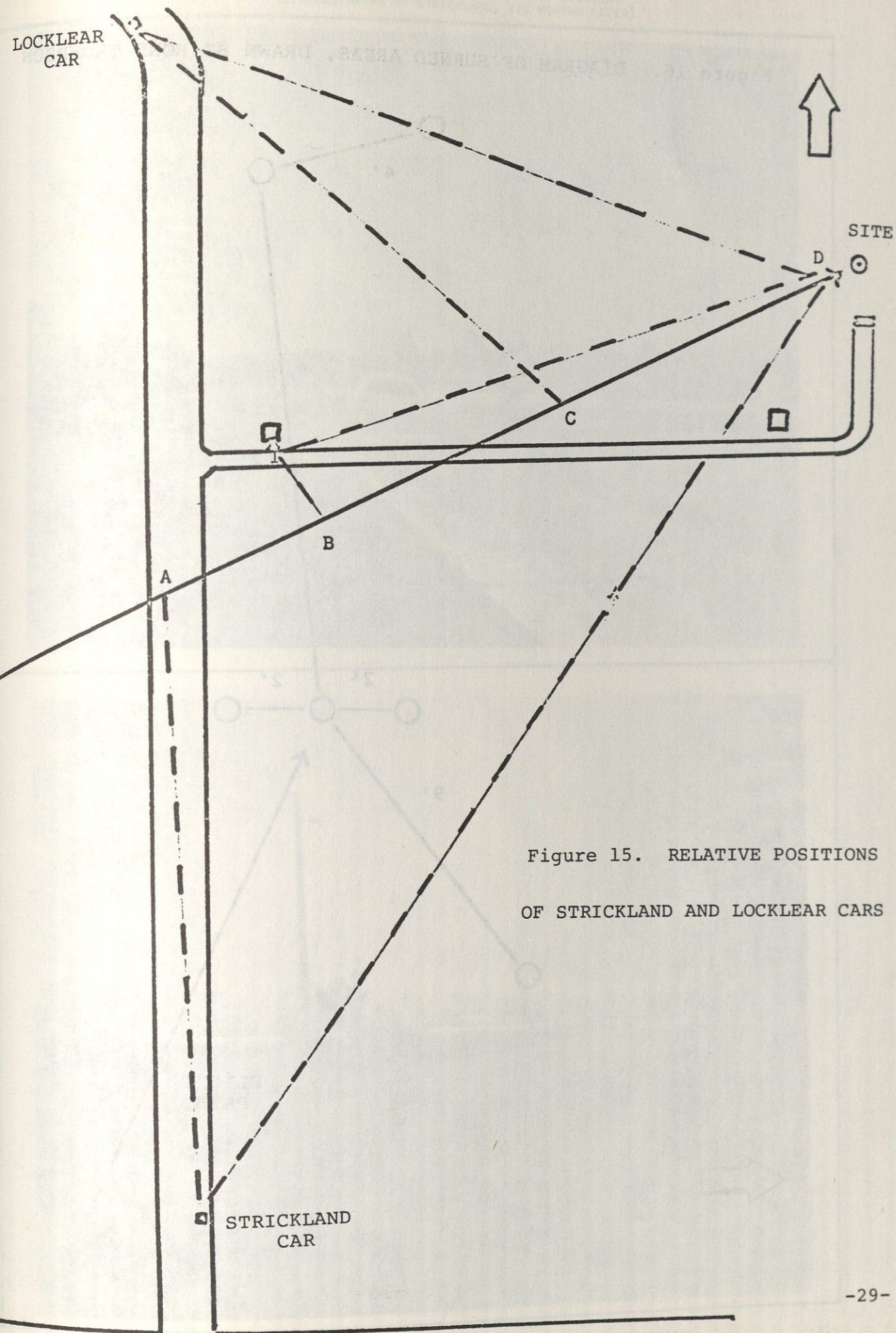


Figure 15. RELATIVE POSITIONS
OF STRICKLAND AND LOCKLEAR CARS

Figure 16. DIAGRAM OF BURNED AREAS, DRAWN BY RONN THOMPSON

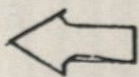
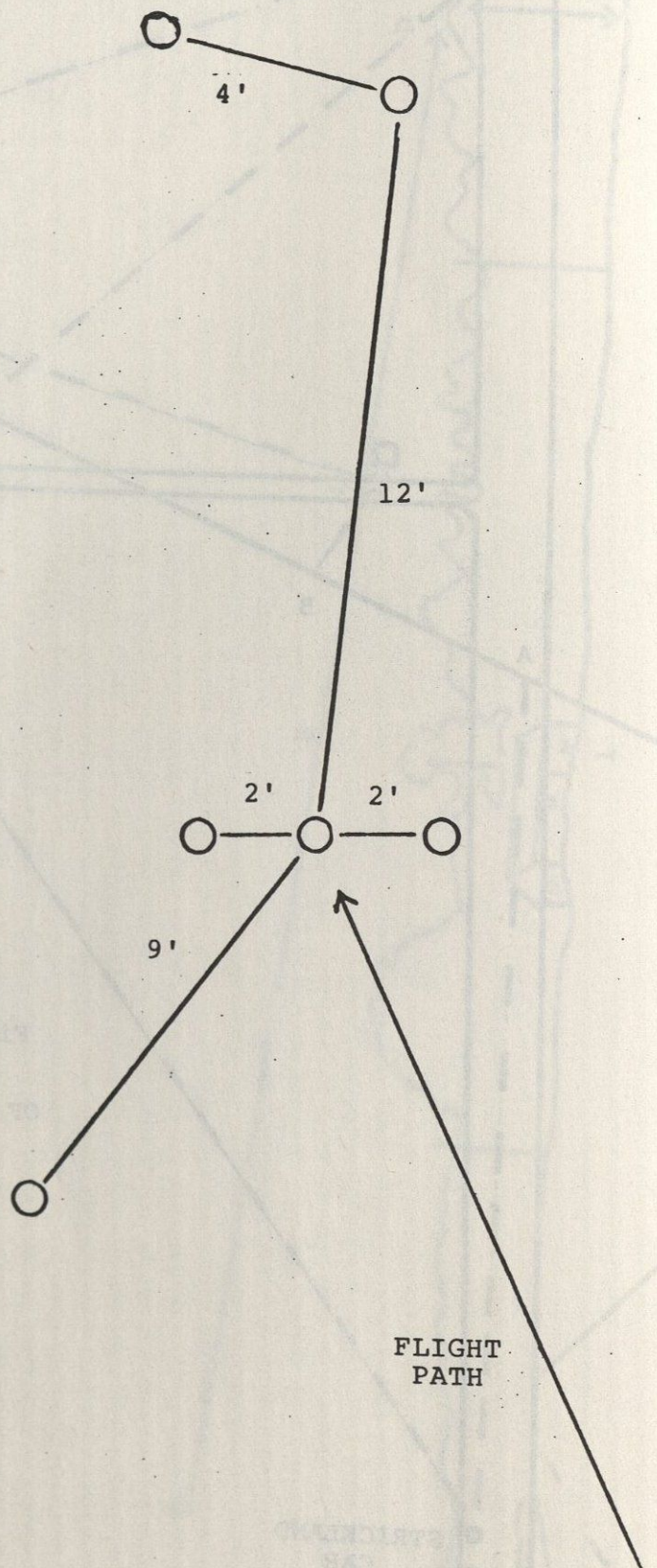


Figure 17. VIEW FROM STRICKLAND CAR, AT FIRST SIGHTING
(CIRCLES DRAWN BY STRICKLAND, SIX MONTHS LATER)



VIEW FROM POSITION OF LOCKLEAR CAR, AT FIRST SIGHTING



Figure 19. FLIGHT PATH, CENTER OF PHOTO, TOWARD VIEWER
OLD HOUSE AND DAVID F.'S LOCATION SEEN THROUGH TREES

Figure 20. LOOKING EAST TOWARD SITE WHERE ASH WAS FOUND, BETWEEN MARKERS



Figure 21. LOOKING WEST TOWARD SITE OF ASHY SPOTS, BETWEEN MARKERS
OLD HOUSE IS ON THE LEFT, POWER POLE TO THE RIGHT

ash, where the lights had apparently come down," Strickland said. "Each patch was about a foot in diameter, and they were situated on the ground in the same pattern as I had seen the lights flying in the air." The owners of the house were away during this time period; however, they later stated that the circular patches had not been noticed earlier.

A photographer was called to the scene (Figs. 11, 12 and 13) and Thompson then obtained samples of the affected soil.¹⁷

It was later learned through police dispatch reports that another couple had simultaneously observed the lights as they descended.

Colonel Locklear, 57, and his wife Ethelee, 56, were driving the Philadelphus Road in the opposite direction as the Stricklands. Locklear said, "I thought it was an airplane about to crash. I seen it down through the tree tops. It was a little after five. It looked like a body of some kind with a light shining on it, like sprayed cotton or something. It looked like a short body, kind of clear red."

Mrs. Locklear said she saw two red lights, which might have been twelve inches in diameter. "Something was across them with the sun shining on it--it looked like real pretty chrome and them lights were just a clear red shining, just as red, a clear red. I didn't see a body, just a chrome bar between the lights. We were heading south toward Pembroke. They went into the trees; if there had been an opening we could have seen something. It went deep enough into those trees. That chrome was just as bright, shining like aluminum foil." Mrs. Locklear's sketch, Fig. 10. Relative positions of

¹⁷Soil analysis documented in Appendix I.

Strickland and Locklear cars, Fig. 15. Diagram of burned areas by Ronn Thompson, Fig. 16.

Mr. Floyd's Observations

Alamac Knitting Mill is located about three miles south of Lumberton, just outside the town limits. On the mornings of Friday, April 4, Sunday, April 6, Tuesday, April 8, and Wednesday, April 9, between 02:00 and 03:00, Mr. James Ed. Floyd observed a V-shaped craft "no bigger than a car" performing strange maneuvers in the vicinity of the mill. Mr. Floyd is the night security guard at Alamac, and works the 23:30 to 08:30 shift. "Each morning that I saw the object, it was traveling westerly, from I-95, and it was so close to the tree-tops I thought it might be touching them. On Friday, it came right up to the southwest corner of the building and just stopped, and I noticed it was making no sound. Then it started moving up, over the building. I've never seen anything that could move like that thing did. An airplane can't come up there and do that, or a helicopter, either, without me hearing it."

Mr. Floyd said he was only 200 feet from the object. He said that the Alamac Knitting Mill has a highly sensitive microphone system surrounding the buildings as a theft preventive measure. "If anybody's trying to break in around in back where I can't see them, the mikes can pick up the noise and I can hear it in the shed where I sit. Now, that flying thing was just a few feet away from the building, and it was making no sound. It went beyond the rear of the building and hovered over a canal out there, then sped off westerly."

"Sunday morning," Floyd continued, "it came over the trees, headed for the building again, and the front light on the object became brighter than anything I've ever seen. And

it was shining right down toward the ground. The other lights on it were different--red and blue ones that sometimes 'quivered.' When it got to within approximately ten feet of the front of the building, the five big night lights [security spotlights on the building] all went out and stayed off for about five minutes, and the thing was just hovering there all this time! When it moved away, the lights gradually came back on, and it just kept traveling westerly. These are five of about thirty such lights surrounding the building, and all are powered by one main switch. Only the five lights were affected."

Mr. Floyd saw the object again on Tuesday and Wednesday mornings. It came by at the same time (02:30) from the same direction, circled the canal, and then left, heading east. Floyd did not work Sunday night, and no unusual phenomena were reported by the guard on duty at that time.

Mr. Floyd had other puzzling UFO-related experiences, which, as bizarre as they may seem, should be mentioned if a comprehensive picture of the Lumberton events is to be obtained. In the week following the sightings, before sunrise on the morning of Saturday, April 12, as Mr. Floyd was listening to his CB radio, he heard a strange hollow-sounding voice that described itself as a "Robot," broadcasting over South Carolina but heading toward North Carolina. After this the signal did become much stronger, jamming the radios of several other residents so that they could not talk to each other. According to Lee Spiegel, who interviewed Mr. Floyd, the voice, speaking with a North Carolina intonation, said that it would broadcast again and that "it could not speak with them or be seen [his ship supposedly] after dawn."

On Saturday night, at Lee Speigel's suggestion, Mr. Floyd had taken with him his son's cassette recorder. On his way home from work Sunday morning, between 07:00 and 07:15, he heard the voice again and recorded it. The quality of the tape is poor, and many words are inaudible over the background noise, but these are the phrases Lee Speigel was able to pick out and transcribe:

Yes, ma'm, we thank you...modulating...we do have...104 and our equipment...we are clear...

Robot - we are clear...we may be in violation of rules.

You may be violating the rules and regulations of the National Loudmouth...by modulating with this one Robot. We may be violating...

You're breakin' some rules? Right, you are!
[Floyd speaking back on the radio]

...do not modulate with this one, Robot...we are circling around and checking out different ...and they do not like for any voice to modulate with this one Robot.

We are not a nigger, we are not a white man, we are not an Indian, we are not a yellow man, we are not anything. We are just a one Robot; we are circling for the pleasure of our commanding vehicle. Anybody that does not like the sound RRRRRRRRRR of this one Robot...

The next few words are from a recording that Floyd's son made after Floyd got home and the voice was still transmitting:

We are not...anybody...that we did from out there...we are not a computer, but we are a Robot; we are computerized...

We do...take the Earthling's words and twist it around and turn it against...

Months later, Mr. Floyd heard another broadcast by the same voice.

DISCUSSION

The Piedmont 737

While the Lumberton area "flap" was still in progress, considerable news media coverage was devoted locally to the theory that the V-shaped object was actually a Piedmont Airlines Boeing 737, on night "transition" (proficiency check) flight. Such flights are often performed using the facilities of Grannis Field in Fayetteville to the north (see map) and they had not previously imposed any problems of identification. On the basis of news coverage alone, two "sides" rapidly sprang up among the populace: "Heck, it was only a 737 those guys saw" vs. "I saw it, and no jet airplane ever looked or acted like that thing did!"

Accordingly, I explored the possibility that a B-737 aircraft might have been responsible for any or all of the UFO reports.

I established that a Piedmont 737 was indeed making radar approaches to Grannis Field the nights of April 2-3, 3-4, and 4-5. The flights originated and terminated in Wilmington, North Carolina, 70 miles SE of Lumberton. Appendix IV, a memo from Captain Ralph V. Shipton, check pilot of the flights, establishes the flight times, areas, and altitudes involved. Map examination and comparison with chart of sighting times and weather reports clarifies which UFO sightings could possibly and which could not possibly be attributed to the specific 737 flight.

Of particular interest:

1. Practically all UFO reports emanated from an area southwest of the 737 flight path, indeed the traffic pattern followed by the Piedmont flight is singularly devoid of UFO reports.
2. Garry Moore's encounter at White Lake (Friday, April 4, at 20:45) with the object blinking in response to car headlights, could not have been the 737.
3. The object with two bright spotlights encountered by Ronn Thompson at 21:05 Friday, April 4, which blinked lights apparently in response to car headlights, could not have been the 737.
4. The object reported by Gordon Hester (03:00 Saturday, April 5) could not have been the 737.
5. The daylight V-shaped object reported by Mrs. S. in Jacksonville was not a 737 or other conventional aircraft.

Thus, while it is possible to state definitely which reports could not be attributed to the Piedmont 737, it is impossible to state surely which specific reports could have been the 737. Several times and locations suggest the possibility (e.g., Haggins, 01:30 Friday; Halstead, 01:45 Friday; and the group of sightings around Red Springs Saturday a.m.) but the evidence is far from conclusive. It is interesting to note that no one reported "I saw some lights, but was able to identify them as a 737."

Possible Involvement of Other Aircraft

How do the UFO descriptions compare with the description characteristics of a B-737 or other conventional aircraft? A B-737 is a conventionally configured two-engine jet transport with a wingspan of 93 feet (Fig. 22). Of the eight reporters specifically named during the period 01:45 to 02:35 Thursday, April 3, five emphatically stated the object was V-shaped, one stated "triangular" and two reported only a round white light. Observational times ranged from twenty seconds to four minutes.

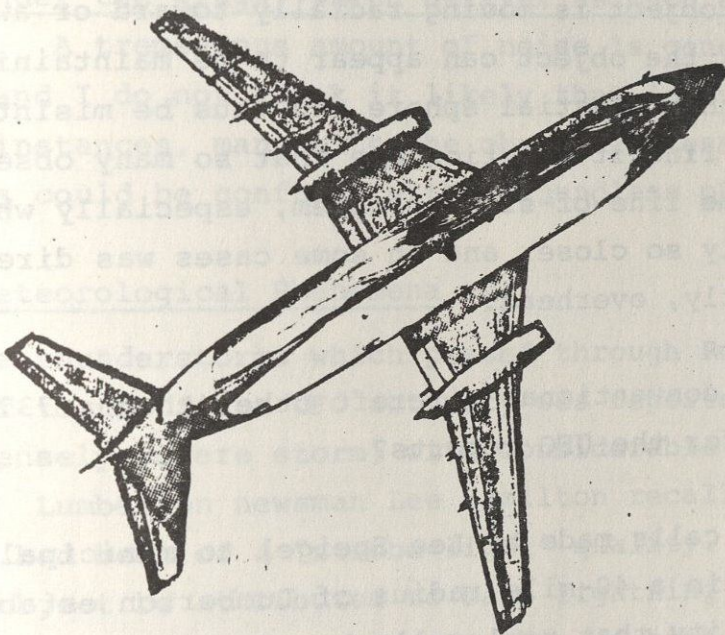


Figure 22. BOEING 737

Six observers reported no noise, one observer reported a humming sound, and one reporter did not furnish this data. The altitude of the UFO was consistently described as 200 to 300 feet. Extended periods of hovering were reported. Characteristics of the UFO reported on Friday, April 4, were consistent with those of the previous evening.

No conventional aircraft, even while performing power-off stalls (unthinkable at 200 feet!) remains silent and hovering for extended periods.

If an object is moving radially toward or away from the observer, the object can appear to be maintaining the same position on the celestial sphere and thus be misinterpreted as hovering. I find it questionable that so many observers would have this same line-of-sight problem, especially when the object was apparently so close, and in some cases was directly, or nearly directly, overhead.

Could conventional aircraft other than a 737 have been responsible for the UFO reports?

Phone calls made by Lee Speigel to municipal and county airports within a 40-mile radius of Lumberton established with high probability that no locally-based or commercial aircraft were operating in the area at the time. Radar operators at Grannis Field reported no contact with uncorrelated targets. This would be expected: the UFO was at a very low altitude and would have been lost in the ground clutter. It was also established that control tower personnel at Fayetteville had begun to hear reports over their police monitor describing a V-shaped object an hour before the Piedmont jet had reached the area. Mr. Bob Dawry, radar operator on duty, stated that when the reports started to come in, the tower personnel were hoping to

see something and possibly track it on radar, but they never had the opportunity. The Piedmont flight was making radar approaches and, of course, was an identified target at all times.

It has been suggested that the UFO might have been an A-8 "Harrier" aircraft. The Harrier, in use by the U.S. Marine Corps, is a delta-wing Vertical Short Take-Off and Landing jet craft (VSTOL). It can rise from the ground like a helicopter, hover, turn in any direction, and then "move out" with extremely rapid rate of climb. The craft has four vectored fan air nozzles under the wings, which deliver as much as 21,500 lbs. of thrust.¹⁸ A tremendous amount of noise is generated by these engines, and I do not think it likely that in over two dozen separate instances, many with the observers less than 500 feet away, this could be confused with a soundless phenomenon.

Unusual Meteorological Phenomena

The thunderstorms which passed through Robeson County just prior to the first UFO activity was reported by some to be an intensely severe storm, with considerable electrical activity. Lumberton newsman Lee Hamilton recalled that the lightning had been of a "strobe light" quality. Could the V-shaped object be attributed to ball lightning or other unusual meteorological phenomena? This is highly improbable, even on the first night, but on subsequent nights, when the weather front had long passed, the sky was clear and the winds were calm.¹⁹

Is there a possibility that the first night's events

¹⁸ U.S. Marine Corps recruiting brochure.

¹⁹ See Appendix II for weather reports.

were caused by ball lightning or similar phenomena and the subsequent sightings were caused by mass suggestion? I do not feel this is a valid theory. Would mass suggestibility bring in independent reports from only a limited location, when a much wider geographical area was fully aware of the potential for UFO sightings? Such hypotheses would call into serious question the veracity and competence of more than two dozen police officers.

The Strickland/Locklear Case

The Strickland/Locklear sightings near Pembroke (Sunday, April 7, 17:15) cannot be explained in terms of known actual phenomena or, during the flight phase, of fabricated material. The object/lights, simultaneously observed from three different angles, literally disappeared "in a puff of smoke."

Ted Phillips has written:

...the direction of flight is solid (seven witnesses) and the wind direction was 32° at 12 knots. In other words, the lights were moving almost against the wind, and certainly across it. This would indicate a powered vehicle of some kind. Flares would also have been attached to something, yet only the lights were seen...Also... the witnesses agreed that the lights were following a descending flight path, they cleared the 35-40 ft. tall trees and must have suddenly dropped vertically into the site because of dense, tall trees located at the other side of the site along the flight path. If they had not dropped into the field they would have struck the trees to the NE of the site. There was no visible damage to any of the trees along the flight path so the lights either dropped vertically into the field, suddenly climbed over the trees to the NE or just disappeared. That is a real puzzle! Perhaps the spots in the field are not connected with the lights, although the young boy did claim that he saw a cloud of dust or smoke coming from the area after he saw them hit the ground. I

talked with the owners of the house which is less than 100 feet from the site and they had no explanation for the spots in the field. Like many other UFO reports--more questions than answers...²⁰

Samples of the residue, mixed with soil, and control samples of soil taken from a few feet away, were analyzed by a consulting laboratory of the Center for UFO studies²¹ Some basic tests, using the X-ray fluorescence analysis system, were conducted. The sample was found to be abnormally high in strontium. Strontium is a primary component in flares. No particles larger than ash size were found. If the object/lights were pieces of space debris, it is unlikely that, from the time the material passed over the road until it hit the potato field, there would have been an opportunity for total disintegration. When a visual examination of the field was made six months later, in mid-October, no traces of the ash were evident, and the ground and crops appeared totally normal.

The Floyd Sightings

Mr. Floyd's sightings differ from the other reports of V-shaped objects in that he is "a repeater," i.e., he observed essentially the same phenomenon on four different occasions. In the Floyd report there is also indication that electromagnetic anomalies (5 out of 30 building lights affected) may have taken place. The absurdity of the alleged "robot" communications presents problems of value judgment and "source reliability evaluation." Certainly an enticing potential for hoaxers exists. The consistency of the "robot's" syntax is interesting; it always speaks in the third person, and never lapses into a more personal "I." Speigel's impression of

²⁰ Private communication to CUFOS, 12/20/75.

²¹ See Appendix I, "Preliminary Results on Samples from Pembroke, North Carolina."

Mr. Floyd was that he was "solid and responsible, but scared of the events."

Some Personal Observations on the N.C. Investigations

A variety of reactions and attitudes toward UFOs, UFO observers, and UFO investigators were found within the confines of the North Carolina sightings. The witnesses themselves represented a range from minimally educated and minimally articulate rural people to policemen, a physics professor and a UFO investigator.

The population of Robeson County is 1/3 black, 1/3 white and 1/3 Lumbee Indian. I was informed of these statistics shortly after my arrival and reminded of them at intervals. Remarks were made several times in an attempt to discredit non-white observers.

Approximately forty law enforcement personnel reported UFOs, and within this occupational category a wide range of stimulus-response was noted. There was the "heckler-ridiculer" who (not having seen a UFO himself) took it upon himself to put down those who had. When the "heckler-ridiculer" was a police chief and/or a physically large person, his attitude may have been interpreted as a threat, and his subordinates may have been driven to either withdraw or pursue their UFO interests with discretion (there were several instances in the North Carolina sightings when police officers who had initiated reports became unavailable to investigators once the attitude of their superior officers became known).

A prestige factor was also noted. Some UFO reporters described their experience in a straightforward manner, and were genuinely concerned with obtaining answers. Others took advantage of their sighting by hopping on the "UFO bandwagon,"

attending any and every UFO-related meeting, and above all, making sure that their names were spelled correctly.

A frustrating dilemma faced repeatedly by UFO investigators, and quite evident in this instance, was the apathy and procrastination of UFO observers in complying with Center requests for written materials, documents, or photographs relative to their sighting. After the initial excitement of making an oral report, further efforts were apparently of little interest. Self-addressed, stamped queries from the Center remained unanswered, even when pursued by long-distance phone calls; it was too much trouble to Xerox a police-report page and mail it in; sighting report forms mailed by the Center to observers were not returned. FAA and airline cooperation was also hard to obtain, notwithstanding the FAA facilities management handbook change, effective April 1, 1975.²²

Thus much potentially valuable information remains unattainable, and a point was reached where decisions had to be made: man-hours, expense and travel time vs. probable gain in personally interviewing a person who called the police to say "I saw it."

Throughout the North Carolina investigations a divergence of attitudes among the general population is seen: a blind belief in UFOs as a manifestation of extra-terrestrial visitation; a rejection of the UFO phenomenon in its entirety; or, an almost total lack of interest in the subject. In the predominantly Baptist communities of this area, there is some conflict between basic religious tenets and any possibility of extra-terrestrial life. In any case, the "field of vision" is narrow, and there appears to be little interest in philosophical and scientific exploration.

²² See Appendix III for FAA letter.

The North Carolina sightings of April, 1975, comprise a geographically confined "flap" whose active phase lasted little more than seventy-five hours. Predominant in the reports are V-shaped objects and bright white lights. Predominant among the many observers are law enforcement personnel who presumably have somewhat better than average experience in observing and reporting.

The UFO literature is replete with silent white lights of varying intensities. Some have been observed at apparently close range and some of which have apparently reacted intelligently to the presence and actions of their human observers. V-shaped objects, although not classic UFOs, have been reported often enough and with sufficient continuity of characteristics that they should not be ignored.

In the North Carolina sightings, the large number of witnesses and the consistency of their reports provided an opportunity to investigate and report these phenomena.

SOURCES

1. Report of E. Lee Speigel, dated May 4, 1975
2. Report of Ted Phillips, dated May 15, 1976
3. Letter/Report of Frank Harrison, dated May 19, 1975
4. Police logs relevant to UFO sightings, April 3-9, 1975, prepared and submitted by Ronn Thompson
5. Letter/Report of Ann S., dated April 24, 1975
6. Follow-up investigations by Jennie Zeidman, October 19-22, 1975
7. Newspaper clippings concerning UFO activity in North Carolina, April 4+
8. Surface weather observations, Fayetteville, N.C. April 3-7, 1975, National Oceanic & Atmospheric Admin.; Environmental Data Service, Asheville, N.C.

Reports of investigators include: taped interviews, drawings, maps, photos, phone calls and written correspondence.

1. Report of E. Lee Baker, dated May 1, 1972
2. Report of Ted Baker, dated May 1, 1972
3. Letter Report of John Harrison, dated May 1, 1972
4. Police logs relevant to the sightings, April 3-5, 1972, prepared and submitted by John Thompson
5. Letter Report of Ann S. Baker, dated April 24, 1972
6. Follow-up interview of James Baker, October 21, 1972
7. Newspaper clippings concerning UFO sightings in North Carolina, April 4
8. Surface weather observations, Fayetteville, N.C., April 3, 1972, National Oceanic & Atmospheric Administration, Asheville, N.C.
9. Environmental Data Service, Asheville, N.C.
10. Reports of investigators include: taped interviews, drawings, maps, photos, phone calls and written correspondence.

OFFICE MEMORANDUM

J. L. Warren, CTR-DO

DATE: 6 January 1976

: D. E. Elliott, Group Leader *DEE*

H. J. Fullbright, M-1

SUBJECT: PRELIMINARY RESULTS ON SAMPLES FROM PEMBROKE, NORTH CAROLINA

BOL: M-1

STOP: 912

All of the samples from the Pembroke Site have been examined with the x-ray fluorescence analysis system. Preliminary data are reported here on three of the samples. The first sample was taken by the local police from the burned area. The other two are controls from 15 and 60 feet from the burned area.

The sample of burned material contained both particulate matter and shredded vegetation. The two fractions were mechanically separated and examined individually. The vegetation contained an abnormally high amount of strontium and more normal amounts of calcium, titanium, iron, copper, rubidium, and zirconium. The burned particulate matter contained even more strontium than the vegetation and about the same amount of the other elements.

The control sample from 15 feet north of the burned area appears typical of an iron and zirconium rich soil, with small amounts of titanium, copper, rubidium, and yttrium. The strontium content is slightly higher than the rubidium and yttrium content, but still within the expected range for soils.

The control sample from 60 feet from the burned area along the flight path is basically identical to the 15 foot sample, with a slight reduction in rubidium and strontium and a slight increase in zirconium content. Again, the elemental content is within reasonable expectations.

Considering the very high strontium content of the burned particulate matter over that for the control soils, about 250:1, strontium must be considered as part of the combustion process. It is known that "the volatile strontium salts impart a beautiful crimson color to flames, and these salts are used in pyrotechnics."¹ Common safety flares and railroad flares use strontium salts for coloration purposes. On the basis of these data, it is surmised that the burned area represented by these samples has been exposed to the flames of a device containing strontium salts.

¹Handbook of Chemistry and Physics, 46 Edition, p. B-137. The Chemical Rubber Co., Cleveland (1965).

SKY AND CEILING: 0 Clear ① Scattered ② Broken ③ Overcast M Measured Height is in hundreds of feet

NO. 1-100
10-700

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL WEATHER SERVICE

STATION
FAYETTEVILLE N.C.

DATE
4-3-75

21

Surface Weather Observations
(Modified for use at designated Civil Stations)

To convert LST to GMT
ADD 5 hrs. SUBTRACT _____ hrs.

TYPE	TIME (L.S.T.)	SKY AND CEILING (Hundreds of feet)	VISIBILITY (miles)		WEATHER AND OBSTRUCTIONS TO VISION	SEA LEVEL PRESS. (mb.)	TEMP. (°F)	DEW PT. (°F)	WIND			ALTD. SETTING (mb.)	REMARKS AND SUPPLEMENTAL CODED DATA	STATION PRESSURE (mb.)	DRY BULB (°F)	WET BULB (°F)	TO- TAL SKY COVER (%)	TOTAL S- PAKE SKY COVER	OBSER- VERS TIME
			SURFACE	TOWER					DIREC- TION (°-360)	SPEED (kts)	CHAR- ACTER								
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
RS	0100	M 4 ⊕		3	R-		61.5	59.1	17	09		969					10	10	BD JD
RS	0200	M 5 ⊕		3	RW		62.5	59.1	18	10		965	PRESER T E MOVG NE				10	10	BD GE
RS	0300	M 10 ⊕		5	R-		62.5	58.1	19	10	17	958					10	10	BD GE
RS	0400	M 5 ⊕		7	R-		63.0	19.1	10	15		951					10	10	BD GE
R	0500	M 5 ⊕		7	RW		63.0	19.1	12			945					10	10	BD GE
RS	0600	M 7 ⊕		7	RW		65.6	18.1	10			940	GIG RGD				10	10	BD GE
S	0605	M 7 ⊕		2	RW		1	20.1	15	23		942	CIG RGD				10	10	BD GE
S	0618	7 ⊕ E 40 ⊕		7	R-		1	22.1	13	18		942					8	6	BD HA
R	0700	7 ⊕ E 40 ⊕		7			66.6	22.1	14			942					6	6	BD HA
R	0800	- = 15 E 20					49.7	30.1	12			184					0	0	MP HD
R	2100	0		7			47.9	30.1	10			985					0	0	IR ST
R	2200	0		7			45.9	26.0	09			987					0	0	RS JT
R	2300	0		7			44.2	25.1	10			990					0	0	BD JT
R	0000	0		7			42.2	25.0	09			990					0	0	BD LB

NO. 1-100
10-700

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL WEATHER SERVICE

STATION
FAYETTEVILLE NC

DATE
4-4-75

Surface Weather Observations
(Modified for use at designated Civil Stations)

To convert LST to GMT
ADD 5 hrs. SUBTRACT _____ hrs.

TYPE	TIME (L.S.T.)	SKY AND CEILING (Hundreds of feet)	VISIBILITY (miles)		WEATHER AND OBSTRUCTIONS TO VISION	SEA LEVEL PRESS. (mb.)	TEMP. (°F)	DEW PT. (°F)	WIND			ALTD. SETTING (mb.)	REMARKS AND SUPPLEMENTAL CODED DATA	STATION PRESSURE (mb.)	DRY BULB (°F)	WET BULB (°F)	TO- TAL SKY COVER (%)	TOTAL S- PAKE SKY COVER	OBSER- VERS TIME
			SURFACE	TOWER					DIREC- TION (°-360)	SPEED (kts)	CHAR- ACTER								
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
R	0100	0		7			41.2	25.1	10			990					0	0	BD RB
R	0200	0		7			40.2	26.1	10			989					0	0	BD RB
R	0300	0		7			39.2	26.0	09			989					0	0	BD RB
R	0400	0		7			38.2	27.0	09			990					0	0	BD RB
R	1400	0		7			55.3	31.1	13	20		993					0	0	PLA
R	2000	0		7			53.6	31.0	07			994					0	0	BS SA
R	2100	0		7			49.9	31.0	07			998					0	0	IR SX
R	2200	0		7			48.6	31.1	10			999					0	0	IR SX
R	2300	0		7			46.5	30.1	10			001					0	0	IR SX
R	0000	0		7			44.2	25.0	09			001					0	0	IR SX

NO-100 (2-75)

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL WEATHER SERVICE

STATION **FAJETTEVILLE, NC**
DATE **4-5-75**

To convert LST to GMT
ADD **2** hr. SUBTRACT _____ hr.

SURFACE WEATHER OBSERVATIONS
(Alphabetized for use at designated Civil Stations)

TYPE	TIME (LST.)	SKY AND CLOUDS (tenths of four)	VISIBILITY (miles)		WEATHER AND OBSTRUCTIONS TO VISION	SEA LEVEL PRESS (mb.)	TEMP. (°F)	DEW PT. (°F)	WIND			ALTN. SETTING (in.)	REMARKS AND SUPPLEMENTAL CODED DATA	STATION PRESSURE (in.)	DRY BULB (°F)	WET BULB (°F)	TOTAL SKY COVER	TOTAL OPAQUE SKY COVER	CORRECTION TIALS
			SURFACE	TOWER					DIRECTION (°-360)	SPEED (kts.)	CHARACTER								
R	0100	0		7			43	19	00	00		8003							
R	0200	0		7			41	19	27	05		003					00	00	NR
R	0300	0		7			40	19	30	08		002					00	00	NR
R	0400	0		7			40	19	31	06		002					00	00	NR
R	0500	0		7			41	19	32	10		003					00	00	NR

NO-100 (2-75)

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL WEATHER SERVICE

STATION **FAJETTEVILLE, N.C.**
DATE **4-6-75**

To convert LST to GMT
ADD **5** hr. SUBTRACT _____ hr.

SURFACE WEATHER OBSERVATIONS
(Alphabetized for use at designated Civil Stations)

TYPE	TIME (LST.)	SKY AND CLOUDS (tenths of four)	VISIBILITY (miles)		WEATHER AND OBSTRUCTIONS TO VISION	SEA LEVEL PRESS (mb.)	TEMP. (°F)	DEW PT. (°F)	WIND			ALTN. SETTING (in.)	REMARKS AND SUPPLEMENTAL CODED DATA	STATION PRESSURE (in.)	DRY BULB (°F)	WET BULB (°F)	TOTAL SKY COVER	TOTAL OPAQUE SKY COVER	CORRECTION TIALS
			SURFACE	TOWER					DIRECTION (°-360)	SPEED (kts.)	CHARACTER								
R	0100	0		7			41	14	34	08		005					00	00	NR
R	0200	0		7			40	14	34	08		004					00	00	NR
R	0300	0		7			39	14	34	10		004					00	00	NR
R	0400	0		7			38	14	33	8		004					00	00	NR
R	0500	0		7			38	14	33	8		004					00	00	NR
R	0600	0		14			65	15	31	12	0	991					00	00	NR
R	0700	0		14			62	17	31	12		991					00	00	NR
R	0800	0		14			61	17	31	12		991					00	00	NR

NO-100 (2-75)

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL WEATHER SERVICE

STATION **FAJETTEVILLE, N.C.**
DATE **4-7-75**

To convert LST to GMT
ADD **5** hr. SUBTRACT _____ hr.

SURFACE WEATHER OBSERVATIONS
(Alphabetized for use at designated Civil Stations)

TYPE	TIME (LST.)	SKY AND CLOUDS (tenths of four)	VISIBILITY (miles)		WEATHER AND OBSTRUCTIONS TO VISION	SEA LEVEL PRESS (mb.)	TEMP. (°F)	DEW PT. (°F)	WIND			ALTN. SETTING (in.)	REMARKS AND SUPPLEMENTAL CODED DATA	STATION PRESSURE (in.)	DRY BULB (°F)	WET BULB (°F)	TOTAL SKY COVER	TOTAL OPAQUE SKY COVER	CORRECTION TIALS
			SURFACE	TOWER					DIRECTION (°-360)	SPEED (kts.)	CHARACTER								
R	0100	0		14			47	15	31	07		998					00	00	NR
R	0200	0		14			44	17	31	06		999					00	00	NR
R	0300	0		14			44	17	31	06		999					00	00	NR
R	0400	250-0		14			47	21	31	06		000					10	00	NR
R	0500	250-0		14			45	20	31	04		002					10	00	NR
R	0600	250-0		14			42	30	34	06		002					10	00	NR

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

WASHINGTON, D.C. 20591



October 25, 1974

Dr. J. Allen Hynek, Director
Center for UFO Studies
P. O. Box 11
Northfield, Illinois 60093

Dear Dr. Hynek:

The change to our Facility Management Handbook, regarding the Center for UFO Studies, will be reflected in our April 1, 1975, issue. It reads as follows:

"A CENTER FOR UFO STUDIES has been established to conduct a continuing research effort to discover the nature and source of the phenomenon. You may expect calls from this scientific establishment regarding UFO reported sightings. Respond to their requests on a workload permitting basis.

Note: The address of the Center for UFO Studies is P. O. Box 11, Northfield, Illinois 60093."

Sincerely,

A handwritten signature in cursive script, reading "Edward J. Cupier".

Chief, ATC Operations and Procedures Division, AAT-300
Air Traffic Service

*Memorandum*

TO Captain W.O. Tadlock

ADDRESS

INT

FROM R.V. Shipton

ADDRESS

ILM

Wilmington, N.C.

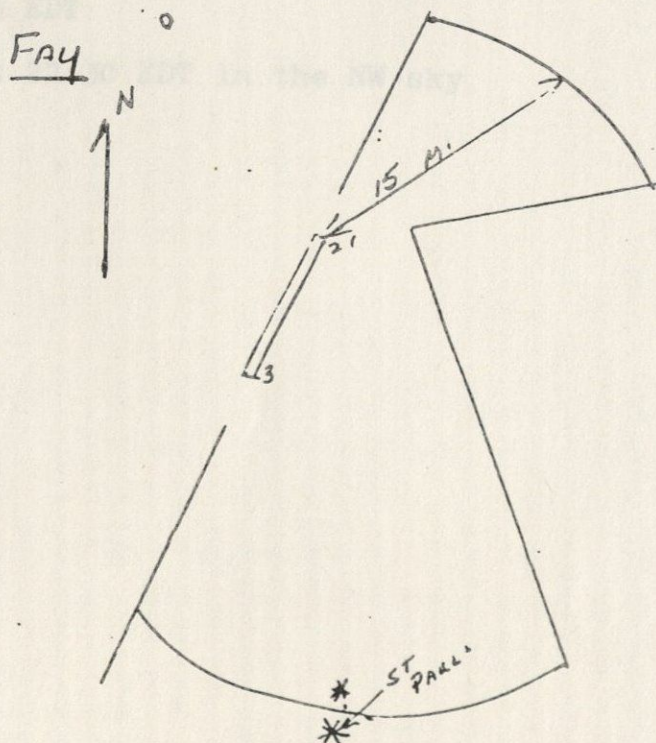
SUBJECT Transition Times

DATE

Nov. 7, 1975

4/2	off ILM 23:18	on ILM 03:23
4/3	off ILM 23:03	on ILM 03:13
4/4	off ILM.23:03	on ILM 02:43

Majority of flying was accomplished in the area depicted below at altitudes below 2500 feet MSL. Some airwork was performed at 10,000 feet Msl approximately 30 miles south-east of Fayetteville.



Not to scale--Primarily used Radar vectors for approaches to runway 3

APPENDIX V

Astronomical Data Relevant to
the North Carolina sightings.

for April 4, 1975:

Moon's age: 1 day past L.Q.

Moonrise: about 02:30 EDT

Sunrise: 06:50 EDT

Sunset: 19:25 EDT

Venus set at about 22:30 EDT in the NW sky

PUBLICATIONS OF CENTER FOR UFO STUDIES

A CATALOGUE OF 200 TYPE-I UFO EVENTS IN SPAIN AND PORTUGAL
by Vicente-Juan Ballester Olmos

THE LUMBERTON REPORT by Jennie Zeidman

1973 - YEAR OF THE HUMANOIDs by David Webb

PHYSICAL TRACES ASSOCIATED WITH UFO SIGHTINGS by Ted Phillips

POLICE AND THE UFO EXPERIENCE

UFO CENTRAL ANNUAL REPORT for 1974

For a complete catalog, you may write:

CENTER FOR UFO STUDIES

924 Chicago Avenue
Evanston, IL 60202

Please enclose \$.25 for handling costs.