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## **October 2015**

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### **Message from the State Director**



This year has been a banner year for technology and man's quest in space. The future envisioned in 1950's magazines, such as Popular Mechanics, predicted "Flying Saucers" for everybody and interplanetary space travel was never fulfilled. But in some ways they have true accomplishments. Think of launching a spacecraft in January 2006, and having the craft travel at 36,000 mph, intersecting a target 7.5 billion kilometers from earth, surviving temperatures of -400° below zero, and all the while sending back incredible pictures of the now "Dwarf" planet Pluto's surface!

NASA is basking in the well-deserved glory of New Horizons followed with high resolution photos from the Mars Reconnaissance Observer. These photos partially provided the evidence needed to announce the existence of water on Mars. An

additional device on board the Observer, called the Compact Reconnaissance Imaging Spectrometer, was able to prove the dark areas that changed with the seasons are not pure water, but a salty percolate. Why didn't NASA make the announcement years ago? NASA has had evidence of erosion from missions dating back to the 1970's. I'm sorry my fatigue from this weekend's events is bringing out sarcasm. But with all the missions to Mars, why are they just now seeing what's causing the erosion.

One thought running through my mind is would the space programs of other countries be as methodical and patient when looking for results? The European Space Agency, the Soviet Union, China, Japan, and soon India all have their own space programs in operation. Each of these countries has its own agenda and goals of what it wants to accomplish in space. The landing of a satellite on a comet from the Rosetta spacecraft demonstrates cutting edge technologies indicating NASA and the Soviet Union are no longer the dominant space programs.

Each day we inch closer to the privatization of space launches by groups such as Space X, Virgin Galactic, and Bigelow Aerospace. Hmm, where

have I heard Bigelow Aerospace before? Wait that's the same group the Federal Aviation Association told citizens to contact regarding UFO sightings in 2010. Didn't Bigelow also buy an area which reportedly has a tremendous amount of paranormal activity called "Skinwalker Ranch"? Not to point a finger solely at Bigelow and the organization's intentions, but with the oncoming privatization of space will we receive any more information than we currently do from the respective government agencies? Or will that information disappear down the proverbial rabbit hole never to be seen again? My feelings, biased as they may be, point to the rabbit hole.

Space X, Virgin Galactic, and Bigelow all want to take the lead in the privatization of space. If one were to make a discovery, for example on the moon, it probably would never become public. The lone exception would be how it would affect the company and how it could significantly boost their stock. This week astronomers at Penn State revealed images taken of a star (KIC8462852) at the edge of the Milky Way galaxy has a unique dimming. They are hesitant to say the dimming is due to a fleet of ships or some other 'Megastructures' orbiting the star, but they say the possibility exists. Information of this nature would most likely be released. It would be a sure thing that an artifact recovered by Bigelow Aerospace from a crashed UFO near Chagrin Falls never make it to MUFON for analysis.

Thomas Wertman  
MUFON of Ohio State Director

### Editor's Notes

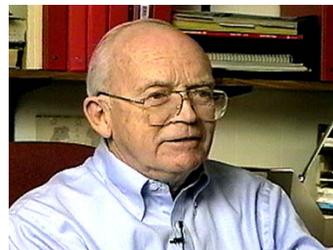


There was a Board meeting in Port Clinton overlooking Lake Erie on August 29<sup>th</sup>. With a room full of ufologists digressing to the latest UFO events, and the sight of some bald eagles buzzing us, it was not easy to focus on business. But we did, and spent a lot of time talking over the conference, and how we could make it even better next year. Better organization regarding job

assignments was discussed. Money making projects were suggested. A way to get feedback from conference attendees was debated. And we pondered on the need for more Field Investigators and how to entice them. Also, there is need for the creation of a Secretary position, which does not exist in the current Ohio MUFON organization. If you have any suggestions on the above topics you are more than welcome to pass them along.

It was decided to reopen the Coyne helicopter event which happened over Mansfield on October 18, 1973. Our Field Investigators will try to find new ground witnesses. We know they are out there. The *Ashland Times Gazette* published our quest and a little about the event in their September 21, 2015 issue. Their article is included in this issue along with another article by Jenny Zeidman which presents all the details of the incident.

Already we have two confirmed speakers for the next conference: Peter Robbins (Author/Investigator) and Bill Konkolesky (Michigan MUFON State Director and 'Experienter'). And we have some ideas for a third speaker. Any results from reopening the Coyne event will also be presented.



John Timmerman, an icon in Ufology, passed away on July 12, 2015. He was 92. He lived in Lakeview, Ohio which is near Lima. John was a founder of the Ohio MUFON chapter in 1998. I remember him with great fondness. He was a wonderful man who was responsible for finding soil samples from the famous Delphos event for me. The analysis that I did on them in 1999 turned out to be my introduction/resume into the world of Ufology. Tom Wertman will write a tribute to him for the next newsletter.

Part III of the 'Ohio UFO Crashes and Other Connections' series from Dr. Irena Scott's book *UFOs and the Millennium* is included. And there will be a Part IV, instead of three as reported in previous newsletters, because of the length of this section.

Paul Althouse has a book review on Nick Redfern's book, *The Real Men in Black*. And 'your editor' has added an article on her "Arizona Adventure" which involved a visit to the Travis Walton abduction site in the Apache-Sitgreaves National Forest.

There is a new feature contributed by Rick Hilberg. Rick has many historical references on Ohio UFOs which you will see from time to time. These are short tidbits from his "Ohio UFO Retro" site on Facebook. They will be preceded by the following logo



Phyllis Budinger  
Newsletter Editor

## OHIO CRASHES AND OTHER CONNECTIONS

By Dr. Irena Scott



(Dr. Irena Scott has given us permission to reprint excerpts from her book *UFOs and the Millennium*. Parts I and II appeared in previous newsletters and reports Ohio UFO crashes. Following is Part III. On Ohio's "Other Connections", that is connections to crashes that occurred out of state are presented. This "Connections" part

is quite lengthy, so another part IV will be presented in the next newsletter. Editor)

### A Flaming Crash – Kecksburg

(December will be the 50<sup>th</sup> anniversary of the crash. Editor)

Ohio was involved in a crash of something that most likely landed in Pennsylvania. This was the

Kecksburg crash of December 9, 1965. It is believed that Project Moon Dust, a retrieval team possibly stationed at WPAFB (Wright Patterson Air Force Base), retrieved something that crashed into a small woods near Kecksburg, Pennsylvania. Although this crash didn't occur in Ohio, the object passed over Ohio. Local newspaper accounts tell the story:

*Cleveland Plain Dealer* (December 10: "Fireballs are blamed in Elyria Grass Blazes. Bits of what apparently were meteor-like fireballs started 10 small grass fires in Elyria last night and were blamed for a fire near Kecksburg in southwestern Pennsylvania.

A streak of light, believed by scientists and the Federal Aviation Agency to be the fireballs, flashed throughout the sky late yesterday afternoon. Thousands of persons in at least five states and the province of Ontario, Canada, reported seeing the flash. Sightings were reported between 4:40 and 4:47 pm.

Lt. Jack E. Trumbls of the Elyria Fire Department said two engine companies were sent to an area near the west branch of the Black River on West River Road shortly after 5:02 pm to extinguish 10 small fires in a 1,000 square-foot area...the Associated Press said that state police in Pennsylvania were called to a wooded area near Kecksburg to investigate a small fire..."

*The Columbus Dispatch* (December 10) reported that the orange ball was seen by airplane pilots, weather observers, and Coast Guard personnel at Windsor, Ontario and residents of Idaho, Indiana, Ohio, Pennsylvania, Northern West Virginia, and New York. A spokesman for the North American Air Defense Command at Colorado Springs, Colorado, said its tracking stations did not track the flash of light.

Air Force personnel, police, and area scientists combed for the second time a 75-acre wooded area near Pittsburgh for an object that a woman reported crashed to the earth, smoldering.

An Air Force Lt. Steven Paquette of North Hampton, Massachusetts, said he had been ordered to participate in the search. He said that

the Air Force in Washington was supposed to release information in the morning.

Times listed for the sightings were 4:44 pm in Oberlin, Ohio, and 4:50 pm in Erie, Pennsylvania. In Columbus, Ohio, a weather observer said he saw an object that looked like a meteor. Several other Columbus residents also reported seeing it. However compared to a meteor, this object was quite slow coming down.

It was believed that fireballs dropping from the object might have caused the sudden grass fires. Lt. Trumbull of Elyria, Ohio, said that the concentrated pattern of fires led him to believe that they could have been touched off by a fireball or meteor that shattered as it hit the ground.

We can deduce several things from these accounts. It appears that the government at first was uncertain where to look. This is because it appeared that they did not go immediately to the area. Since later Kecksburg investigations indicate something (probably a manufactured vehicle because witnesses said that it looked like one, it may have had symbols on it, and it may have emitted a blue light) landed there and investigators soon found it, we can deduce that the military kept it secret. We also can deduce that the U.S. tracking system isn't as good as it is claimed to be or it wouldn't miss anything that big. (This was again proven in the spring of 1997, when the Air Force lost an armed A-10 fighter plane in Colorado.)

Also, this does not sound like an ordinary landing of a space vehicle because of the large quantities of debris and fires.

An article in *The Columbus Citizen-Journal* (December 10) says that the fireball showered debris on six states. The pentagon indicated it was a meteorite.

*The Delaware Gazette* (December 10) reported that an orange fireball was seen in seven states and Canada.

The *Cleveland Plain Dealer* (December 10) reported that Raymond Rawlings of Painesville said he was flying his small plane over Perry, Ohio, when he saw the object to the west. He said that it

seemed to disintegrate at about the same height (2100 feet) at which he was flying. He saw particles fall from the object. Parts of the object were reported to have crashed in Lake Erie, north of the Detroit River. Other parts were said to have come down in a Lorain school yard and in a swampy wooded area of Columbia Station in Lorain County.

To have so many parts come down, and still be large enough to land and start fires after burning in the atmosphere, the object must have been very large. Normally meteors, even exploding meteorites, do not start fires.

The *Elyria Chronicle Telegram* (December 10) reported that a crackling, hissing fireball slammed into Lorain County the day before. Although no fragments were recovered, thousands of observers saw chunks slam into the earth from Lake Erie to Eaton Township. Elyria firemen blamed flaming pieces for starting 10 grass fires. They said the fireball was seen in nine states and in Canada.

A boy, Brenton Hartley heard a cracking sound and saw a flaming orange ball crash into the woods near his home. The woods were full of smoke that had a funny odor. Mrs. Ralph Richards saw a fireball the size of a volleyball plunge into the woods near her home. Mrs. Steven Ferancy saw an orange ball with a white streak behind it plunge into the ground near some Cleveland Street homes.

A Painesville pilot, Raymond Wallings saw a chunk drop into Lake Erie. A group of children saw another chunk drop into a Lorain school yard. There were reports of a shock wave in parts of Western Pennsylvania at the time of the sightings.

Randles (*UFO Retrievals*) said that in FOIA documents, Ray Boeche found a memo from a Project Blue Book investigator to his head at WPAFB. It spoke of how a three-man team was dispatched to [Kecksburg] to investigate and pick up an object that started a fire suggesting that even before they got to the site the authorities knew something had crashed and was retrievable.

Randles also reports that the object was observed by hundreds of witnesses in southern Canada, Michigan, Ohio and Pennsylvania. The object's passage took at least six minutes, which is

far too slow a speed for a meteor. The speed was conservatively calculated at only 1,000 m.p.h. Several pilots spoke of being buffeted by shock waves as the thing passed. Sonic booms were reported at Port Clinton, Ohio, and ground vibrations similar to those of an earthquake were felt at Acme, Pennsylvania. The smoke trail remained visible for up to 20 minutes and was filmed by a witness at Pontiac, Michigan.

During the final few miles of the sighting trail, the object's trajectory appeared to turn easterly. This would disprove the bolide theory, because it is thought to be impossible for a meteorite to change course. It would also be difficult for a falling space capsule to change its course.

Various witnesses reported that the device found was bell, conical, or acorn shaped. This would be space-capsule shaped. The retrieval team was from Aerospace Defense Command. It set up a direct link with NORAD from the fire station that night. This caused speculation that the object was the military satellite (Cosmos 96). However Cosmos had reentered the atmosphere on 9 December at 3:15 Pennsylvania time, or about 13 hours too early.

The object was described by a witness as shaped like a large bullet embedded in the ground. Blue sparks were coming off the surface.

Randle also reports that a USAF officer on patrol at Lockbourne AFB, near Columbus, Ohio, said that in the early hours of December 10, a truck arrived by the little-used back gate. The object was on a flatbed with a large tarpaulin covering a sort of conical object. He was told to shoot anyone who tried to get close. Later the truck left and he was advised that its destination was WPAFB.

Another witness was a building contractor. On December 12, 1965, he was asked to take a load of 6,500 special bricks to a hanger inside WPAFB. Although the hanger was well guarded, he sneaked a look inside. There was a bell-shaped device around 14 feet high. Several men were wearing white radiation-type suits and gas masks. MORA (ed. Mid-Ohio Research Associates forerunner of MUFON of Ohio) also received a report about someone carrying bricks to an area in WPAFB that appear to contain an unusual object.

Michaels (*Sightings*) reported about an investigation that showed evidence that the landing seemed controlled. If so this would be unusual even for a spacecraft sent from earth. Eyewitnesses said that the object looked like an acorn. It had no opening, no rivet marks, and a ring around it with what looked like backwards writing. It was a dark color, perhaps burnt orange. Another eyewitness said that the object had no wings, no tail section, no motors, no doors, and no windows. It was like a giant acorn lying on its side. It was made out of metal like bronze, copper, and gold all mixed together. This witness, a machinist of twenty-five years, had never come across this kind of metal. The object was ten to twelve feet long, but had no visible means of entry. It had something like a bumper around the bottom about eight to ten inches wide with writing or symbols on it.

The object had an unusual trajectory coming in from Canada and traveling toward the southeast. One might think that if it were manufactured on earth, it might have been a spy satellite in polar orbit or something sent aloft from a misfiring rocket. The Kecksburg crash is denied by government authorities. It seems that quite a few people hallucinated a fireball and fires at the same time. Moreover, firemen endangered the lives of other people by fighting hallucinatory fires. This hallucination must have started burning at quite a high altitude in order to have been seen for such a wide distance. The hallucination, seemed to fall quite slowly, it took several minutes from the first reports to the last. It appeared to have only hit supersonic speed near the end of its fall in Ohio and Pennsylvania, where residents heard sonic booms. It appeared to leave much more debris than the heat shield of a space capsule would. Also, it appeared that this hallucination was acorn-shaped and solid. Perhaps this was the crash of a space capsule, but so far no country has claimed it. Perhaps it was a UFO.

### **Crash Seen Across the US**

Another episode with Ohio connections was the April 18, 1962, sighting of an object that streaked across the entire US. The object appeared to land near Las Vegas (Clark, *The UFO Book*). This case began with the sighting of a glowing red object moving westward over Oneida, New York. The

object was first picked up on radar as it headed through the Midwest into the Southwest. The Air Defense Command alerted bases along the object's trajectory. At least one of them, Luke Air Force Base near Phoenix, sent interceptors after it. The object was seen to land at Eureka, Utah. A witness said the UFO was a glowing orange-red oval that emitted a low whirring sound. While it was there, electrical service from a nearby power plant was disrupted (or its light might have tripped the photocell that controlled the street lights). The object headed west toward Nevada and then swept toward the south. It appeared to vanish in a red explosion in the direction of Mesquite, Nevada.

At both Eureka and Reno the UFO was seen under two aircraft by those aboard them. The object, which crossed several time zones, was in view for approximately 32 minutes. This was much too long for a meteor.

### **Tunguska, Russia**

Probably the first UFO-related report I ever heard was my grandfather's descriptions of a night when the sky was so bright he could read newspaper print. This occurred on Bale Kenyon Road in Delaware County, Ohio. He always said that this was not the northern lights. I don't recall that he knew what had caused the sky to be so bright.

The most likely explanation for this was the June 30, 1908, crash of an object near the Lower Tunguska River in Siberia. Jenny Randles (*UFO Retrievals*) describes the Tunguska event as an awesome explosion. It was so huge that it caused damage nearly 400 miles away and was heard even further away. The shock wave circled the earth twice. A column of fire projecting into the air was witnessed far from the Tunguska region and the heat wave spread out that was felt hundreds of miles beyond the crash zone. For several nights the sky was bright enough that people could read newspapers in London and take photographs at midnight in Moscow.

This explosion was at first thought to have been a meteorite impact. But in 1927 the Russian, Leonid Kulik, found no evidence of a meteorite or crater. Trees in an area around the crash point were felled in a circular pattern away from the crash

zone, but below it they were standing but stripped of branches. After the bombing of Hiroshima and Nagasaki, this pattern was recognized as that of a nuclear explosion.

At first people speculated that the object had been a nuclear powered space craft, but then scientists explained it as the crash of a comet, or a black hole, or of a piece of antimatter.

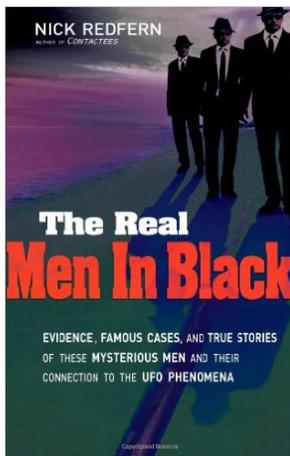
However, difficulties exist with all of these conventional explanations. For one, comets have probably hit the earth before, but there has been no evidence of similar effects. It appeared that the object may have made a course change immediately before the explosion. Evidence of radioactivity or radiation from this explosion was found in tree rings following the 1908 event. There are small shiny balls, that resemble tektites, embedded into the tree stumps in the impact area. In addition, two shock waves were associated with the explosion. One was caused by the explosion, and the other was an earlier one resulting from air displacement as the object passed above the forest. The air-displacement shock wave indicated a speed of a few thousand m.p.h., too slow for a comet. Witnesses spoke of seeing and hearing the object pass over simultaneously. However if the object were traveling more rapidly than the speed of sound, then just as in a thunderstorm, the sound (of the thunder) would lag behind the sight of the lightning. This slow velocity would be insufficient to produce an explosion.

In addition, many witnesses spoke in terms similar to descriptions of a nuclear mushroom cloud. After the explosion, some of the locals referred to a strange disease, which might resemble radiation sickness, which was unknown then.

Another reason authorities have proposed that this object could not be a space craft or artificial device is that simply entering Earth's atmosphere would not create enough force to trigger a nuclear explosion. (However, for whatever reason, its makers might have devised it so that if it did encounter a planet such as ours, it might trigger a self-destruct mechanism. Beings at our level of development might not be ready for its technology.)

Marc Davenport (*Visitors from Time*) says that when this object plunged to earth, the flame of the explosion was seen for hundreds of miles. Black clouds billowed up to 60,000 feet, causing black rain to fall. Luminous, radioactive clouds crossed Europe and Asia. Although hundreds of square miles of forest were destroyed, no place was found where meteor fragments had hit the earth. What was found appeared to be pieces of metal. Witnesses claimed the object had been cylindrical, and had followed a zigzag flight path before exploding. The irregular shape of the blast pattern suggests that the explosion had been partially contained inside an artificial construction. Traces of radiation were found, and people in the area suffered from what appeared to be radiation sickness.

**“The Real Men in Black”**  
A Book Review by Paul Althouse  
MUFON of Ohio



A bit older than he may first appear in photographs, your first impression of Nick Redfern may be one of a “fringe” author/researcher who is pumping out books faster than Bobo has Bigfoot sightings. Trust me; nothing could be further from the truth. Having had the fortunate experience of meeting Nick Redfern in person at our 2015 MUFON of Ohio conference, I can tell you first hand that there is much more to the man than his ear ring, and stocking capped shaved head.

Having just completed reading “The Real Men in Black” (my first foray into his published works), I am left with the definite impression that this guy knows what he is talking about and he knows how to tell the reader about it. The Men in Black (MIBs) is a

popular subject immortalized in a number of movies and found prevalently in Ufology as a side-bar anomaly serving to cloud the UFO issue even further. Redfern is taking on a difficult subject to describe, much less, explain, and he does it with the ease and confidence of an experienced writer (Which, it turns out, he very much is).

Nick has done an excellent job of putting the MIB phenomenon in context. A daunting task in itself. MIBs have a “history”, and Redfern makes it clear from the beginning that this subject is not an easy one to get your arms around. He strips away the Will Smith/Tommy Lee Jones images impressed in our minds, and replaces those images with the “real” story of the phenomenon’s dark history and pedigree.

The first half of “The Real Men in Black” assaults us with story after story of MIB experiences as told to Nick; many of which are told by the people who actually had the encounters. The many “first person” accounts he relates lend additional credibility to what quickly develops into an incredible phenomenon.

After re-arranging your concepts of what MIBs are, Nick attempts, in the second half of this book, to offer theories on what is behind the phenomenon. Lest you think the fun’s over; Part II of this book is just as fascinating as Part I. Redfern plays no favorites in his presented theories, but I would suspect that the reader will be reassessing what he considers “reality” by the book’s end.

“The Real Men in Black” does what a good book should do. It makes the reader think, and want more. For a prolific writer like Nick Redfern; there’s more where that came from. Rating 5!



(The following *Ashland Times Gazette* newspaper article was recently published regarding Ohio MUFON's quest in finding more ground witnesses to the Coyne helicopter incident. A similar article ran in the *Mansfield News Journal*. Ten potential witnesses were ferreted out from the Mansfield article. We hope the Ashland article will be just as successful. Editor)

## **2016 conference will reopen discussion on 1973 local UFO sightings**

**By Dan Kubacki T-G Staff Writer Published:  
September 21, 2015 4:00AM**

One of the most significant UFO incidents in the history of the strange and the unexplained is set in the heart of Ashland and Richland counties.

During the evening of Oct. 18, 1973, sightings of unidentified flying objects were reported all over the United States, including in Ashland County where perhaps the most credible account came from four military personnel who encountered a craft around Mansfield while flying in a helicopter from Columbus to Cleveland.

Ashland County Sheriff Capt. Terry Hamilton and Tom Wertman, the state director of the Mutual UFO Network (MUFON) of Ohio, have announced that next year's Ashland MUFON conference will discuss the local UFO sightings that were reported the night of Oct. 18, 1973. In addition, area residents are welcome to attend the conference and share if they witnessed any strange crafts that night more than 40 years ago.

"We're asking if anybody has any recollections of items that happened that night that would like to come forward so we can reopen the case," Hamilton said. "We're hoping at MUFON next year, we can get some of those people to come forward and tell what they saw that night. It sounds like just from the phone calls I've gotten that there was more going on that night than we ever knew about."

Nationally, UFO enthusiasts point to the Coyne helicopter incident, which occurred at around 11 p.m. that night as a military squad led by Maj. Larry Coyne flew over Mansfield while en route to Cleveland from Columbus. According to the crew's account, a bright red light appeared and flew directly at their chopper on an intercept trajectory

and nearly hit them before stopping and hovering above them. The cigar-shaped craft then emitted a blinding green light, which coincided with Coyne's loss of control of the helicopter as it rose vertically thousands of feet in a matter of seconds.

"All of a sudden they went straight up 2,500 or 3,000 feet almost instantaneously," Hamilton said. "Mansfield Lahm saw that on the radar, but they didn't see the other object, and that's impossible for a helicopter to do."

Then, as quickly as it had appeared, the mysterious craft released Coyne's helicopter and disappeared, leaving Coyne and his passengers to continue safely to Cleveland.

Wertman said. "You have four military members who had a close encounter with this object, and these are four very credible witnesses."

According to Hamilton, the Coyne helicopter incident was one of the last things to happen the night of Oct. 18, 1973, which included an atmospheric explosion over Mansfield that was registered by seismographers in St. Louis and a UFO sighting in Sullivan that made the front page of the Ashland Times-Gazette on Oct. 19.

That night, former T-G photographer Chic Knight met two Ashland County Sheriff deputies who described seeing a disc-like object on Township Road 391 about a mile north of County Road 500 while responding to the Sullivan call. The officers stopped and exited their cruiser when they noticed the craft hovering above the trees but said they heard no motor noise coming from it. Then, as they shined a spotlight in its direction, the craft dove toward the deputies before veering off toward Nankin.

Hamilton also has heard stories from Ashland County residents who reported similar UFO sightings on County Road 1095 and around Ohio 603, where a saucer interrupted a family barbecue.

"There's another guy on 603 and 1475 who was having a cookout with his family and saw a saucer hovering over the high tension wires out there," Hamilton said. "He started walking towards it and his wife yelled at him to stop, so he stopped and kept looking at it. He said he could see windows and see movement up in it. But he referred to it as

a fly on the wall; he's sitting there looking and it just took off. You couldn't see where it went, you just knew that it took off."

Hamilton added that much of the stigma that surrounded UFO sightings decades ago has largely disappeared.

"Back then, people didn't talk about UFOs because you were deemed a nut," Hamilton said. "You were afraid to do that for fear of the stories you heard about people that did. The atmosphere of talking about UFOs has changed now to where it's a little bit more acceptable."

The 2016 MUFON conference has yet to be scheduled, but Wertman said the event would likely take place at the Ashland County Sheriff's Office annex on a Saturday afternoon possibly next July.

The conference will continue its tradition of featuring at least three presenters and then open the discussion about the events of Oct. 18, 1973.

"It's a local event of local interest," Wertman said. "Of all the major cases people hear about, like Roswell, New Mexico, they often don't know about what's happened in their own backyard."

MUFON will announce the official date of the conference on its website, [www.mufonohio.com](http://www.mufonohio.com).

Dan Kubacki can be reached at 419-281-0581, ext. 237, or at [dkubacki@times-gazette.com](mailto:dkubacki@times-gazette.com).



At about 5:30 a.m. on August 27, 1964, 19-year-old Dan Boras reported sighting a cigar-shaped craft with lighted windows cross the face of the moon slowly, then pick up speed and vanish in the east.

Boras was the night watchman for Neill Greenhouses Inc. on SOM Center Road in Gates Mills.

Said the shaken witness: "When it started to pick up speed after it had gone across the face of the moon, a light glowed all around it and it trailed smoke for about five seconds. I would judge it was 50 to 80 feet long," he said.

Source: "The Flying Saucer Flap of 1964", Rick Hilberg 1965.

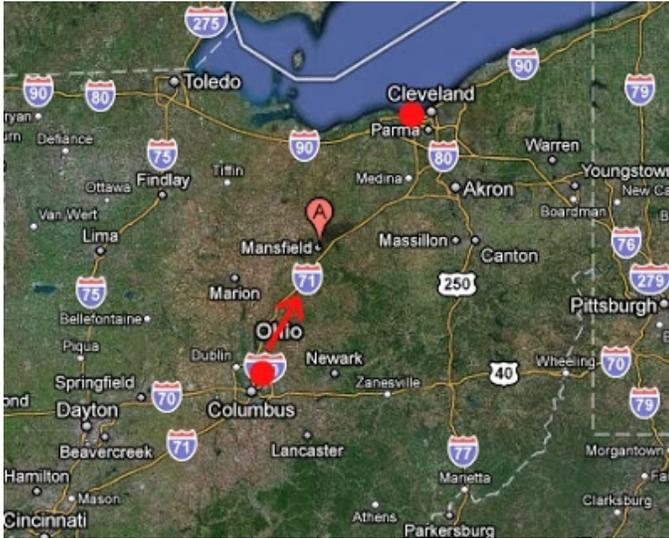
(The following article was written by Jenny Zeidman describing the Coyne helicopter incident. It can be found on a number of websites. This is one of the most highly visible cases in Ufology. Ohio MUFON is reopening the case, and there may some members who do not know about it or who may want to recollect some of the details. Editor)

### **Coyne Helicopter Incident** **By Jenny Zeidman**

On October 18, 1973, at approximately 10:30 PM a UH-1H helicopter of the United States Army Reserve left Port Columbus, Ohio, for its home base of Cleveland Hopkins airport, ninety-six nautical miles to the north-northeast. In command, in the right-front seat, was Captain Lawrence J. Coyne, thirty-six, with nineteen years of flying experience. At the controls, in the left-front seat, sat First Lieutenant Arrigo Jezzi, twenty-six, a chemical engineer. Behind Jezzi sat Sergeant John Healey, thirty-five, a Cleveland policeman who was the flight medic, and Coyne was the Crew Chief, Sergeant Robert Yanacsek, twenty-three, a computer technician. The helicopter was cruising at 2,500 feet above sea level at an indicated airspeed of ninety knots, above mixed hills, woods, and rolling farmland, averaging 1,200 feet elevation. The night was totally clear, calm, and starry. The last quarter moon was just rising.

About ten miles south of Mansfield, Healey noticed a single red light off to the west, flying south. It seemed brighter than a standard aircraft port-wing light, but it was not considered relevant traffic, and he does not recall mentioning it. An estimated two minutes later, at approximately 11:02

PM, Yanacsek noted a single red light on the south-east horizon. He assumed it was either a radio-tower beacon or an aircraft port-wing light – most likely an aircraft, since it was not flashing – and he watched it “for a long time, a minute to ninety seconds” before calling it to Coyne’s attention. Coyne, smoking, relaxing, glanced over, noted the light, assumed it was distant traffic, and told Yanacsek casually to “keep an eye on it.”



After an estimated additional thirty seconds, Yanacsek announced that the light had turned toward the helicopter and appeared to be on a converging flight path. Coyne verified Yanacsek’s assessment, grabbed the controls from Jezzi, and put the UH-1H into a powered descent of approximately 500 feet per minute. Almost simultaneously, Coyne established radio contact with Mansfield control tower, ten miles to the northwest. Coyne thought the flight was an Air National Guard F-100 from Mansfield. After an initial acknowledgment (“This is Mansfield Tower, go ahead Army 1-5-triple-4”), radio contact failed. Jezzi then attempted transmission on both UHF and VHF frequencies without success. Although the channel and keying tones were both heard, there was no response from Mansfield; and a subsequent check by Coyne revealed that Mansfield had no tape of even the initial transmission, the last F-100 had landed at 10:47 P.M.

The red light continued its radial bearing and increased greatly in intensity. Coyne increased his rate of descent to 2,000 feet per minute and his airspeed to 100 knots. The last altitude he noted

was 1,700 feet. Just as a collision appeared imminent, the unknown light halted in its westward course and assumed a hovering relationship above and in front of the helicopter. “It wasn’t cruising, it was stopped. For maybe ten to twelve seconds – just stopped,” Yanacsek reported. Coyne, Healey, and Yanacsek agreed that a cigar-shaped, slightly domed object subtended an angle of nearly the width of the front windshield. A featureless, gray, metallic-looking structure was precisely delineated against the background stars. Yanacsek reported “a suggestion of windows” along the top dome section. The red light emanated from the bow, a white light became visible at a slightly indented stern, and then, from aft/below, a green ‘pyramid shaped’ beam equated to a directional spotlight became visible. The green beam passed upward over the helicopter nose, swung up through the windshield, continued upward and entered the tinted upper window panels.



At that point (and not before), the cockpit was enveloped in green light. Jezzi reported only a bright white light, comparable to the leading light of a small aircraft, visible through the top “greenhouse’ panels of the windshield. After the estimated ten seconds of “hovering,” the object began to accelerate off to the west, now with only the white “tail” light visible. The white light maintained its intensity even as its distance appeared to increase, and finally (according to Coyne and Healey), it appeared to execute a

decisive 45 degree turn to the right, head out toward Lake Erie, and then “snap out” over the horizon. Healey reported that he watched the object moving westward “for a couple of minutes.” Jezi said it moved faster than the 250-knot limit for aircraft below 10,000 feet, but not as fast as the 600-knot approach speed reported by the others. There was no noise from the object or turbulence during the encounter, except for one “bump” as the object moved away to the west. After the object had broken off its hovering relationship, Jezi and Coyne noted that the magnetic compass disk was rotating approximately four times per minute and that the altimeter read approximately 3,500 feet; a 1,000 foot-per-minute climb was in progress. Coyne insists that the collective was still bottomed from his evasive descent. Since the collective could not be lowered further, he had no alternative but to lift it, whatever the results, and after a few seconds of gingerly maneuvering controls (during which the helicopter reached nearly 3,800 feet), positive control was achieved. By that time the white light had already moved into the Mansfield area. Coyne had been subliminally aware of the climb; the others not at all, yet they had all been acutely aware of the g-forces of the dive. The helicopter was brought back to the flight plan altitude of 2,500 feet, radio contact was achieved with Canton/Akron, and the flight proceeded uneventfully to Cleveland.

Apparent ground witnesses to this event have been found by William E. Jones and Warren Nicholson, independent UFO researchers from Columbus, Ohio.

Mrs. E. C. and four adolescents were driving south from Mansfield to their rural home on October 18, 1973, at approximately 11 P.M., when they were attracted to a single steady bright red light, flying south “at medium altitude.” They watched for perhaps half a minute until it disappeared to the south over the trees.

Approximately five minutes later, now driving east on Route 430, approaching the Charles Mill Reservoir, the family became aware of two bright lights – red and green – descending rapidly toward them from the southeast. When first seen, the angular distance between the lights was about 2 degrees; the red light appeared to be leading. Mrs. C. pulled over to the shoulder of the deserted road

and kept the engine and car lights running. The lights – bigger than point sources – slowed and moved as a unit to the right of the car and the family became aware of yet another group of lights – some of these flashing – and “a beating sound, a lot of racket” approaching from the southwest. Two of the children (cousins, both age thirteen) jumped from the car and observed both a helicopter and the object, which they described as “like a blimp,” “as big as a school bus,” “sort of pear shaped.” The object at that point subtended an angle equivalent to “a 100-mm cigarette box held at arm’s length.” The object assumed a hovering position over the helicopter, an estimated 500 feet back from the road and 500 feet above the trees. (The ground elevation at the site is almost exactly 1,000 feet above sea level; thus at the noted 1,700-foot altimeter reading, the helicopter was actually about 650 feet above the trees.) The object’s green light then flared up. “It was like rays coming down,” the witnesses said. The helicopter, the trees, the road, the car – everything turned green.” The kids scrambled with fright back into the car and Mrs. C. proceeded apace. Their estimated total time outside the car was “about a minute.” Neither ground witnesses nor aircrew are sure at what point the two aircraft disengaged; the ground witnesses reported that the unidentified object crossed to the north side of the road behind the car, appeared to move eastward for a few seconds, then reversed its direction and climbed toward the northwest towards Mansfield – a flight path which correlates perfectly the motion of the object established through analysis of the aircrew’s report.

Any theory of the object’s being a meteor (UFO skeptic Philip Klass maintains that the object was a “fireball of the Orionid meteor shower”) can readily be rejected on the basis of: (1) the duration of the event (an estimated 300 seconds); (2) the marked deceleration and hard-angle maneuver of the object at closest approach; (3) the precisely defined shape of the object; and (4) the horizon-to-horizon flight path.

The possibility of a high-performance aircraft likewise is untenable when one examines the positions and colors of the lights with respect to the flight path of the object. To have presented the reported configurations, and been in accordance with FAA regulations, an aircraft would have had to be flying sideways, either standing on its tail, tail-to

to the helicopter, or upside-down head-on. Other arguments against aircraft hypothesis are: (1) a fixed-wing aircraft moving across the line of sight would appear to move most rapidly when passing directly in front of the observer; (2) a fixed-wing aircraft would not have the capability of decelerating from high velocity to "hover" within a few seconds time; (3) a helicopter would have the capability of hovering, but would not be capable of the high forward speeds reported; (4) a conventional aircraft, if within 500 to 1,000 feet, would have produced noise audible inside the helicopter; (5) the FAA requires either a strobe or a rotating beacon on either the top or bottom of the fuselage, (6) FAA requires that no aircraft shall fly below 10,000 feet msl at speeds above 250 knots; (7) some of the features of a conventional aircraft would have been seen, e.g., wings, engine pods, windows, empennage, numbers, logo.

Coyne reported that the Magnaflux/Zygio method of nondestructive testing was applied to the rotors the following day and that there was no indication that they had been subjected to fatigue-producing stresses. Comparable times/distances/directions support the possibility that the red light first seen by the C. family, Healey's red light, and the object of the encounter were all one and the same. Yanacsek's red light on the eastern horizon was under continuous observation and was unequivocally the object of the encounter.

The case has maintained its high "strangeness-credibility" rating after extended investigation and analysis.



On July 12, 1965 Mrs. William W. Kehres of Chagrin Falls and her 11-year-old son Grant, saw a brilliant and hovering UFO along Shaker Blvd. near Lander Road in Pepper Pike while they were running some late afternoon errands.

"I stopped the car so we could watch," she said. "It was oblong and very shiny - sort of metallic - and appeared to be hovering at about five thousand feet."

In a moment the object disappeared, she reported. As the car started the object suddenly reappeared. It began accelerating at a rapid rate of speed and disappeared in the distance, she said.

Source: "UFO Magazine" Fall 1965.

### **Arizona Adventure By Phyllis Budinger**

"I wonder if 'Chasing UFOs' in my advanced years is a good idea?" This thought occurred to me when I agreed to travel to Arizona regarding the Travis Walton abduction for a TV production. This occurred January 19 and 20, 2012. The production was to be on the National Geographic Channel for a new series to be called "Chasing UFOs". The regular cast for this series was to be James Fox, Ben McGee and Erin Ryder. The trip turned out to be a fascinating adventure, and in a way quite amusing. It's worth telling before the details fade in my memory.

The Travis Walton abduction is well known to most people reading this. Suffice to say he was part of a logging crew on November 5, 1975 in the Apache-Sitgreaves National Forest. The abduction site is in the east central Arizona mountains, and is accessed only by old logging roads. After calling it a day, and with the sun going down, the crew of seven got in the truck to head home. As they traveled down the road, a UFO was spotted hovering off to the side. Travis got out, approached it, and was hit by a beam. The crew panicked and drove off, but quickly returned to find Travis missing. He was gone five days, and then reappeared just outside Heber, Arizona. For details, see his site [www.travis-walton.com](http://www.travis-walton.com)

I tend to be trustful and usually do not ask enough questions when I accept an invitation to participate in a TV production. After all, the resulting productions from previous UFO documentaries that I had been involved in had usually been well done. Right? And so it was that I agreed to go to Arizona. And, (wow!) to be able to see the Travis Walton abduction site was very

enticing! I was game to go, even though I had two bad legs, of which one knee was to be replaced three weeks after the trip. I was blinded to ferreting out pertinent details involving the production.

I also was not given much information on anything (other than the flight plans to Phoenix). I guess I assumed too much. Things would have been simplified if they at least provided information on the weather conditions, how to dress, what to bring, and how they wanted me to participate. (I guessed they wanted me to collect samples and make comments regarding their analyses.) Though I knew I was going to the site, I didn't know how tough it would be to reach in January. Nor did they tell me that the worst forest fire in Arizona history raged through the site in 2002, virtually destroying it. Most importantly, I was not told this would be "a reality" TV event! In short, I did not know what I was getting into.

I did wonder why they would do a shoot in this wilderness in January? And I asked as much. No answer. But then knowing little of the climate in the area, I supposed it was because it was close to that when the abduction event took place, and it probably fit best in the producer's schedule. I did know that it was not a good time to collect any site samples. That's for sure.



The "Coffee Shop" (myself, Ben McGee, Erin Ryder, James Fox)

The first day we met at a coffee/gift shop called "Coffee Break" in Heber which had a fireplace blazing and comfortable chairs. There was a large, intimidating, seven-foot standing grizzly bear

staring at us and showing his teeth as we (James Fox, Erin Ryder, Ben McGee and myself) sat by a table. The sound and video crew were busily setting up equipment, along with someone who would portray the young Travis. This took about an hour and a half. They taped the four of us engaged in general conversation concerning UFOs. It seemed to me that part went quite well. Though in hind sight, I don't think they got me to say what they wanted to hear. I gave "just the facts maam".

The vehicles were loaded the next morning to make our way to the site. We had to go into the mountains about 16 miles out of Heber via dirt logging roads. I did not expect this would be any big deal, so my first shock was when we were met by a WWII Deuce and a Quarter truck, three SUVs, and six men from the Navaho County Search and Rescue team to take us to the site! Travis Walton joined us at this point.



Deuce and a Quarter loading up.



Navaho County Search and Rescue members and Phyllis halfway to the site. We stopped here to put chains on the Deuce.

We took off and passed wild mustangs and ponderosa pine over rocky ruts for roads. (Afterwards, I learned that hungry mountain lions and bear are prevalent there.) The Deuce, with chains, led the way, breaking the trail for the SUVs to follow. Even with the Deuce plowing through ahead, the SUVs slipped and slid coming precariously close to the edges of a number of chasms. No guard rails here! We were at about 7,500 feet, and there was between one to two feet of snow in the mountains. An hour and a half later we arrived near the site. We could not get to it in the vehicles. So they set up a base camp, and we had to trek about a quarter of mile to get there. Good thing I took my trekking sticks!



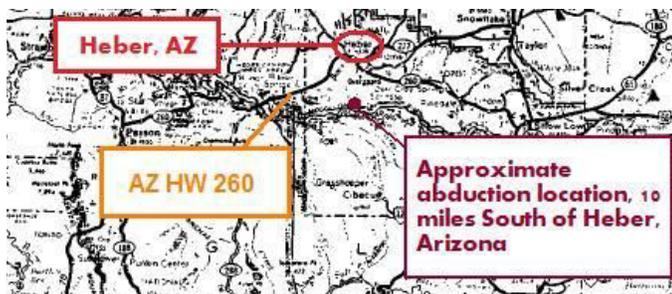
Setting up the base camp about a quarter mile from the site.



What's left of the site after the 2002 fire ravished it.



James Fox and Travis Walton sampling stumps from trees.



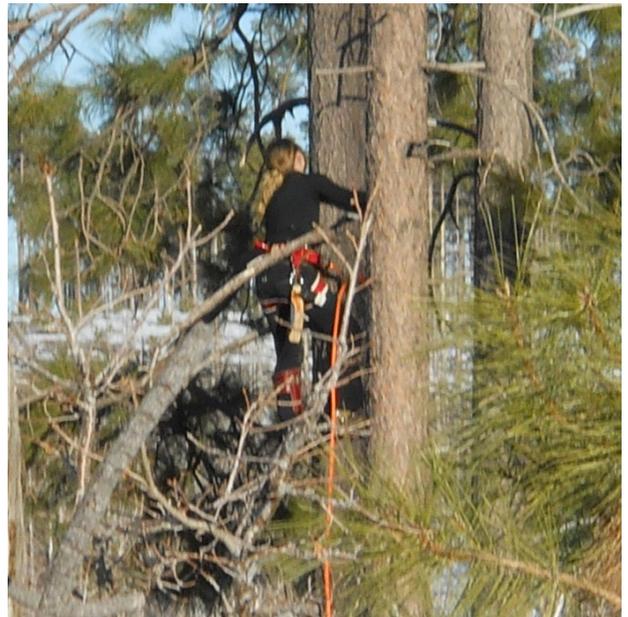
About half way into my trek to the site I had my first fall into a snowdrift. I managed to get myself out with no help. I finally arrived and saw the complete devastation to the site from the 2002 fire. At that time it was the worst fire in Arizona history. The original trees were obviously gone with only some of their stumps remaining. Slowly, new growth was just now struggling to appear. The two photographs which follow aptly show the remains.

By the time I got to the site the video/audio people had already set up. James Fox and Travis Walton were busily working with hand saws to retrieve cross cuts from the stumps of trees that existed at the time of the event. (I might add that it seemed to me that Travis seemed to be a little on edge being there. James noted it too.)

These samples are intriguing because of the tree rings. Wide rings from the site trees show that from the time of the abduction in 1975 and for 15 years afterwards they experienced rapid growth. A crosscut of a tree just outside the site shows no rapid growth. Following are photographs of the samples James and Travis cut.



Cross cut of site tree with wide rings.  
Shows excessive growth.



Erin Ryder in the tree. Her comments: “\*#@!#@\$?!!”



Cross cut of off-site tree with narrow rings.  
No excessive growth.

While the stumps were being sampled there were two side shows going on. One was planned, and the other “true reality”.

The first involved Erin Ryder. I saw her putting on climbing gear. I thought: “What’s she up to?” The cameraman followed her to a large ponderosa pine. Up she went with the cameraman following all the action. She flung wildly, cutting off branches with an ax. I have no idea why she was doing this. These branches, in my opinion, would be of no value for analysis. This went on for about 45 minutes while she spewed language that would make a sailor blush! (Obviously there was no audio.) After it was over she came up to me and apologized.

Then there was my side show. I was wandering around the site at the same time as the “Erin in the tree” incident. Then it happened! A log covered with about a foot of snow got in my way. It deliberately challenged me to climb over it. I took up the challenge and put my right leg a few inches in front preparing myself for the big step-over. The problem was the log was covering a large hole which was masked by the snow. My leg went down two feet and under the log. I was not going to get myself out of this one. “A little help here!” “Help!” “Help!” My hero, James Fox came trotting over to my rescue. He grabbed my arm and started pulling. I was chatting away, though no ‘sailor’ language. Then, flop, James went down, rolling in the snow also.

Assessing the situation James summoned additional help from a crew member. They got on each side of me and finally pulled me out. Then they sat me down on the ‘culprit’ log where I remained much of the remaining time. Ironically the cameraman missed the best reality shot of all the episodes they aired, that is, James and Phyllis rolling in the snow. And what was Travis Walton doing while this was going on? Like the gentleman that he is, ignoring it all, or at least trying to!

James loves to retell the story. Each time he embellishes it more. In his last version he had the snow up to five feet deep with me screeching like a magpie! I can’t wait until the next version. Or not!

Night had fallen when Travis and I were finally driven from the site in an SUV. The crew and cast remained behind to do some night filming. During the ride I admired the Arizona winter night sky. It was beautiful; with the stars so bright I believe they could actually cast your shadow on the snow! No light diffusion there! It was sort of creepy too, knowing what happened to Travis. In that desolate spot you could easily visualize a UFO silently closing in on you. I remember Travis saying to me something to that effect. "We might be arrested when the crew disappears." (He was reflecting on the fact that when he disappeared, the sheriff thought the logging crew did Travis in.)

The show finally aired! By now most of you know what a debacle that turned out to be. It was mostly laughable and unbelievable, and soon the series was cancelled. I prayed they would not include my part. And, I was lucky! My contribution ended up on the cutting room floor. However, my name was included in the credits for a few tenths of a second.

The producers promised viewers and all participants high-tech investigations and intellectual debates on the subjects. That's not what we got. One critic implied that all reality shows on the unexplained produce 'bunk'. He included "Chasing UFOs" as one. They use what entertains, like "Erin in the tree".

Two participants in the series (Ben McGee and James Fox) came out and expressed their disappointment in the series. They both had high expectations. Ben, a PhD. scientist, said he was suffering heat in his own circles. James said his credibility and reputation took a serious hit. Travis Walton also had high expectations. They told him that samples would be taken and analyzed by experts. I saw him a few months later and he asked me: "What happened to those tree samples." I said: "Dunno". I would say the two co-producers have some 'splainen' to do.

Do I regret the trip? Definitely not! The resulting debacle was an inspiration to delve further into the Travis Walton case, which I am doing.

This November 5 will the 40<sup>th</sup> anniversary of the abduction, and Travis is hosting a conference

(Skyfire Summit) November 5 - 8 with a number of well-known speakers. You can believe that Bruce and myself will be there.



Travis Walton and Phyllis



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