

# INTERNATIONAL UFO REPORTER T.M.

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JUL. 1979

A MONTHLY REVIEW OF THE UFO PHENOMENON  
REPORTS, INVESTIGATIONS & ANALYSES

*"There is no hope of advance in science without a paradox" — Niels Bohr*

## THE NEW ZEALAND UFO FILMS

### The Complete IUR Report

#### Part I

## THREE UFOS SELECTED FROM 55 U.S. CASES:

May 15-June 14

## UFO BACKLOG:

18 UFOs from Sept. to Oct. 14

## HYNEK COMMENTS ON BRAZILIAN UFOLOGY

**YOUR SUBSCRIPTION HAS BEEN EXTENDED  
SIX MONTHS BY DATE—READ THE EDITORIAL!**

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Managing Editor: Allan Hendry

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## EDITORIAL



by Dr. J. Allen  
Hynek

ARX- .192 p. 1/8

We are tired of being behind schedule ... and you are too, probably. And so, by a simple wave of the magic wand, we shall become current. This issue, as you will note, is July, 1979. What has happened to Jan-Jun, the missing six months? The material for those months exists, and continues to be worked on. It will be included in this and following issues. But this issue is current for the current cases, with, of course, the obvious lag caused by processing. Therefore, in this issue you have the "UFO-IFO Map" for Sept. 1978, and we also have backlog material stemming from "the gap". Obviously we can't put all of it in at once, but before long it will all have been included, and so nothing will have been lost, and we shall be current.

Of course, subscribers will have their subscriptions extended by six months, and so nothing will be lost there, except some revenue for us! But the renewal rates have been exceedingly gratifying, and it looks as though IUR is here to stay. The more subscriptions, however, the more research we can do, and the more pages we can include, so we beseech each subscriber to think of someone (it should be very easy) to whom the IUR would be of interest and value. How about your local school, so that the school kids can have responsible information instead of the sensational junk they get in the tabloid press and the like. Or how about friends' birthdays ... and well, Christmas is still time off yet, but you can think about it!

No need to worry about the Jan-Jun gap. No real time has been lost. It reminds me of the time Parliament, in 1752, passed a law that two weeks would be skipped from the calendar. This was in order to bring the old Julian calendar into line with

(cont. on back page)

*J. Allen Hynek*

# UFO triggers fighter alert

TV crew films 'UFO';  
N. Zealand calls alert

Warplanes  
on standby  
for UFOs

visitors?

Indignant  
pilots say  
UFO report  
cover-up

# AIR TURKLE PUT ON UF ALERT

Experts  
Doubt  
UFO  
Claim

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Cameraman David Crockett inside the cockpit of the Argosy. His films were generally shot out of the window on the right; one shot shows the meter pictured on the panel below the window still.

## FOREIGN FORUM

This is a representative sampling of UFO sightings obtained from around the world. While we cannot exert the same degree of control over these cases as domestic ones, it is at least of value to see that the same characteristics are reported for the phenomenon abroad as in the U.S.

## THE NEW ZEALAND UFO FILMS PART I: Description of the Event

Within ten weeks of the disappearance of Australian pilot Fred Valentich, New Zealand attracted its share of worldwide attention with a New Year's Eve radar-visual-movie film UFO case. It inspired the Royal New Zealand Air Force to prepare to scramble one or two Skyhawk fighter-bombers 24 hours later if the Wellington airport radar picked up more positive sightings of UFOs. The RNZAF also ordered one of its patrol aircraft to cruise all night along the coast and remain in contact with a Wellington airport.

Members of the Australian news team that shot the film brought the

original film to the U.S. on January 8, which was studied by UFO researcher and optical physicist, Dr. Bruce Maccabee. On January 28, Maccabee travelled to New Zealand for 10 days, where he interviewed 7 of the 8 witnesses involved. He also spoke with the RNZAF officer who directed the official NZ government investigation. The officer supported an "unusual atmospheric conditions" conclusion and ruled out a secret military maneuver hypothesis. Maccabee visited the scientists of the Dept. of Scientific Industrial Research (DSIR) who conducted the actual investigation, only to discover

that they had only spoken with the pilot, co-pilot, and an ATC controller . . . and hadn't even looked at the film! Maccabee showed them a copy and they acted interested, but they informed him of an experiment conducted several nights after the filming with an Air Force Orion aircraft. Several "solid" targets were seen on radar and the Orion was guided to the various locations, but each time it got there, it only encountered turbulence. Nothing was ever seen by the crew. Maccabee then returned to the U.S. and discussed his findings with a variety of interested researchers, including Dr. Richard Haines, Dr.

Peter Sturrock, Dr. James Harder, Neil Davis, Brad Sparks, Stanton Friedman, Dr. J. Allen Hynek, Allan Hendry, Dr. Gilbert Levin and others. Then a press conference was conducted in New York City on March 26 by the Australian TV station; it included Dr. Maccabee, Dr. Hynek and Jack Acuff of NICAP. Unfortunately, the news media were pre-occupied that day by the signing of the Middle East peace treaty, though even the *New York Times* ran a short article on the case.

Most of the following reconstruction of events, then, is based on information obtained during Bruce Maccabee's exhaustive investigation. Supplementary material was contributed by Paul Norman in Australia, Rocky Wood in New Zealand, Peter Tomikawa, Richard Haines and John Prytz of the Australian Coordination Section of the Center for UFO Studies. But first, we must look at a forgotten aspect of this entire event.

...the original radar-visual sighting that preceded *this* sighting by ten days, and caused the TV film crew to be in the right place at the right time,

#### THE DECEMBER 21st SIGHTING



Indeed, the film crew would never have followed that route armed with sensitive color film if they hadn't gone out to cover the UFO experience of another pair of Argosy planes that also flew along the coast in the early morning hours of December 21. As with the New Year's Eve flight, these Argosy freighters belonged to Safe-Air, Ltd.; Argosy 1 took off from Blenheim at 12:35 AM and headed south on a dog-leg route toward Christchurch that would follow the eastern coast of the South Island. On board were Captain John Randle, 45, a pilot for 28 years, and First Officer Keith Heine, 32. In Wellington, Senior Radar Controller John Cordy, 45, and Precision Talk-down Controller, Andy Herd, were awaiting the arrival of an Air New Zealand DC-8. As the plane flew toward the coast at 220 knots, the two-man crew saw an intensely-bright white light, "too powerful to be a vehicle's headlights", Capt. Randle said. He could see land features lit up underneath it as it slowly passed. Randle and Heine were only mildly curious, so they didn't radio in



Australian reporter Quentin Fogarty, Dr. J. Allen Hynek and Dr. Bruce Maccabee appeared on NBC's TODAY show the day of the press conference.

the sighting.

Meanwhile, radar men Cordy and Herd in Wellington were alerted by Flight Services Officer Bill Frame at the Blenheim control. On his first night on the job, he was reporting three lights that were "much brighter" than landing lights off Cape Campbell; one of them appeared to emit a "shaft of light". Cordy acknowledged seeing mysterious blips on the scope earlier, but they ignored them. On radar, they saw five targets moving up and down the coast south of them in a 16-km (10-mile) quadrant over the sea. Herd phoned the Kelburn Meteorological Office to see if any weather balloons were launched, only to be told that the only one had burst a few minutes earlier. The RNZAF had nothing in the air to account for the strong blips, either. One signal in particular at 3 AM moved like an aircraft at 120 knots off Cape Campbell, then stopped and hovered for half an hour 80 km SE of Wellington. Wellington called the Christchurch radar facility about the strong echoes and they picked them up, too.

The five other lights continued to move about within their quadrant, and one more appeared inland. At 3:30 AM, Argosy 2 took off from Blenheim, adopting the same flight path of the previous plane. On board were Capt. Vern Powell, 55, with 18,000 hours of flight time, and co-pilot Ian Pirie, 31; they were told they might be asked to investigate some unidentified radar returns. When they were 2000 meters high and climbing to 3200 meters, Cordy asked the plane if they could see anything 20 km to their right (starboard). "We couldn't see a thing," Powell said, "then within a matter of

seconds, we were asked to check for a sighting 40 km to port." Pirie spotted a bright white light with an intermittent reddish tinge above them and to their left, changing hue back and forth noticeably.

The Argosy came level with the light when they reached 3200 meters (10,000 feet) and their onboard weather radar revealed it was several kilometers away. At Wellington, the radar controllers noted that the unidentified target had hovered motionlessly until the plane caught up with it; then it started pacing the plane at a distance of 37 km to the east. Visually, Powell said that the light remained in the same position relative to them. It would disappear into clouds occasionally and reappear. "I've been flying since 1944, and I know a star or a planet when I see one. This wasn't anything I've seen before." Wellington considered having him move in for a closer look but they were authorized to request a flight diversion only on search and rescue operations "because someone has to pay the costs involved" and Powell wasn't anxious to delay his company's cargo. Cordy, a controller with 26 years of experience, said the blips were at least as big and as solid as the Argosy. The Argosy 2, having watched the light for 10-12 minutes, changed course 60° to starboard, and the light lagged behind and disappeared. Wellington lost it from their screens soon after.

As Argosy 2 approached Christchurch, near Motunau Island, the plane's weather radar picked up a fast-moving signal off Banks Peninsula shooting across its flight path. "We got a visual sighting as it passed", Powell said. "It was a bright, flashing white light, almost

like a strobe." It shot past their bow, traversing 24 km in five seconds—or 10,000 m.p.h.! Then it veered sharply to the right and disappeared. Christchurch couldn't see this on radar as they have a blind spot there, 40 km seaward from the city. A Dr. J. G. Tees of Amberley claims to have seen the light as well.



Captain Vern Powell in the Argosy cockpit

Now Capt. Randle's Argosy 1 left Christchurch flying northbound for Auckland. As they approached the Clarence River area, they spotted the five objects still offshore at about 50 km range. He saw them as white/amber lights, four times the strength of landing lights, reflecting off the

water. They passed 16 km south of them, an estimated 150 meters above the sea. The Argosy completed an orbit above the objects before it returned to its course north. Finally, the Argosy 1 saw three targets on radar that suggested ships; the crew saw them visually by their lights



Air Traffic Controllers John Cordy and Andy Herd, involved in the Dec. 21 event.

afterwards, but were puzzled by the presence of "ships" that would be big enough (1000 tons) to show up on their weather radar yet be in such unsafe coastal waters.

Melbourne's TV station Channel 9 ("OH") decided to run a news story on Capt. Powell's experience, so it commissioned a reporter and a film crew to obtain some relevant footage for visual purposes. Australian reporter Quentin Fogarty pursued this project by boarding a four-engine, turbo prop Argosy freighter which was making its standard Saturday night-Sunday morning newspaper delivery run from Blenheim to Wellington to Christchurch and back. Also on board were the pilot, Captain Bill Startup, the co-pilot, Robert Guard, cameraman David Crockett, and his wife Ngaire ("NAY-ree"), who operated the tape recorder . . . five witnesses in all.

The weather, as noted by the film crew, was excellent for flying, with no noticeable departure from a standard temperature lapse rate from ground level to 14,000 feet. There were low clouds over Wellington, with visibility about 60 km over the sea. Winds at cruising altitude (14,000') were from the west at 10-15 knots maximum. Atmospheric conditions were sufficiently steady to allow operation with automatic pilot and automatic height control (which is pressure-sensitive). Wellington radar showed no noticeable inversion effects.

See the technical detail sections for more information on the Wellington radar facility, the movie camera and film used and the weather conditions.

## TECHNICAL DATA

### WELLINGTON TOWER RADAR

**TYPE:** Marconi 264, 50 cm (587 MHz), 500 kilowatts.  
**MTI (Moving Target Indicator) CAPABILITY:** Targets with radial velocities in excess of 15 knots are detected in the MTI mode with phase shift and digital scan summing electronics. Observations on known targets with and without the MTI processing indicate that the MTI improves the sensitivity of the system. Strong targets in the MTI mode may be weak or even non-existent in the normal mode.  
**PULSE REPETITION RATE:** automatically varied among six frequencies averaging 500/sec.  
**PULSE DURATION:** 2.7 microseconds.  
**ROTATION RATE:** 12 sec/revolution.  
**AZIMUTHAL BEAMWIDTH:**  $2.1^\circ \pm 0.2^\circ$   
**ANTENNA GAIN:** 30 dB over a dipole  
**POLARIZATION:** horizontal  
**ABSOLUTE DISTANCE ACCURACY:** 1% of full scale  
**RELATIVE DISTANCE ACCURACY:** (set by blip size on the display) about 1 mile on the maximum range.  
**MAXIMUM RANGE:** 150 nautical miles at 10,000 ft.  
**ANTENNA HEIGHT:** about 1700 ft. above sea level  
**UPWARD TILT OF THE CENTER OF THE TRANSMITTED LOBE:** about  $4^\circ$  (no height

resolution—surface targets are detected for 30-50 miles).  
**DISPLAY:** 12" diameter PPI with 10-mile range rings on the 150-mile range.

### CHRISTCHURCH TOWER RADAR

**TYPE:** Marconi 264, 50 cm, 50 kw  
**MTI CAPABILITY:** Similar to Wellington, but not as sophisticated  
**MAXIMUM RANGE:** 100 nautical miles at 10,000 ft.  
**ANTENNA HEIGHT:** about 120 ft. above sea level  
**UPWARD TILT OF THE TRANSMITTED LOBE:** Cone of invisibility extending outward from the antenna which rises at a rate of 100 ft/mile. Targets cannot be seen beneath it under ordinary atmospheric conditions.

### AIRPLANE WEATHER RADAR—used on northbound trip only

**TYPE:** M.E.L. Equipment Co., E190 Series, 3 cm (9375 MHz), 15 kw  
**MTI CAPABILITY:** none  
**OPERATING MODE:** "map mode", a fan-shaped beam extending from  $3^\circ$  to about  $15^\circ$  below the aircraft's "horizon"  
**AZIMUTHAL SWEEP RANGE:**  $\pm$  about  $50^\circ$  from straight ahead  
**SWEEP RATE:** about 3 sec. per cycle

**PULSE REPETITION RATE:** 400/sec.  
**PULSE DURATION:** 2.2 microseconds  
**BEAMWIDTH:**  $3.5^\circ$   
**RANGE:** 150, 50, 20 miles (used on 20-mile range)  
**DISPLAY:** sector display with 5-mile range rings and  $15^\circ$  azimuth markings

### MOVIE CAMERA

**TYPE:** Bolex H16, EBM Electric 16-mm reflex movie camera. Operated at 24 frames/sec. on the southbound flight and 10 frames/sec. on the northbound trip. Rotating shutter disc in front of film plane with a 160° opening.  
**LENSES:** Vario-Switar zoom lens, 16-100 mm at 1:1.9, used on the flight south. A Sun Macro-Zoom, 80-240 mm lens was also used at 1/4 on the return leg. The latter was found to be out of adjustment; at full zoom, objects at "infinity" were actually in focus at the "15 feet" setting. This meant that distant objects (like the lights) were out of focus when the lens ring was set at infinity. This serves to explain why one section of film shows a large dim image which contracts to a brighter, much smaller form, which then returns to a dim large defocused form. This form is accompanied by an apparent symmetry inversion of the defocused image.  
**FILM:** Fujicolor type 8425, 16-mm, ASA 400 color reversal film. Standard development was used.

## THE SOUTHBOUND TRIP



| PLANE LOCATION | TIME (AM-dst)                     | PLANE SAW:                                                                                                                                                                                                                                                                                                                                                                              | WELLINGTON RADAR SAW:                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------------|-----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| #1             | 12:10 through 12:12               | Lights toward Kaikoura appearing/disappearing (Seen by pilot, co-pilot) at plane's 1 o'clock position.                                                                                                                                                                                                                                                                                  | Targets at plane's 1 o'clock position at 13 miles, appearing/disappearing.                                                                                                                                                                                                                                                                                                                                                                                                         |
| #2             | 12:15                             |                                                                                                                                                                                                                                                                                                                                                                                         | Target at plane's 3 o'clock near coastline.                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| #3             | 12:16<br>12:16:30                 |                                                                                                                                                                                                                                                                                                                                                                                         | Target in front of plane, 10 miles (one sweep only).<br>Strong target at plane's 11 o'clock at 3 miles.                                                                                                                                                                                                                                                                                                                                                                            |
| #4             | 12:17:30<br>12:19                 |                                                                                                                                                                                                                                                                                                                                                                                         | Target at plane's left, 2 miles. Strong target now at 10:00, 12 miles.                                                                                                                                                                                                                                                                                                                                                                                                             |
| #5             | 12:22                             | (Plane performed a 2 min. left-hand orbit to survey area) Fogarty recorded his first commentary on the lights which he was then observing... not to the left, but in the direction of Kaikoura (other than city lights).<br><br>The lights were located about 5° below the plane's horizon. Interestingly, the lights were likely seen against a background of mountains here, not sky. | Target left of plane, one mile. Remained stationary while plane orbited.                                                                                                                                                                                                                                                                                                                                                                                                           |
| #6             | 12:27<br>12:28                    | Plane confirmed the "flashing light" in the direction posed by Wellington radar.                                                                                                                                                                                                                                                                                                        | Target in front of plane, 3 miles.<br><br>After the turn-off here toward Christchurch, the only targets were 12-15 miles behind the plane.                                                                                                                                                                                                                                                                                                                                         |
| #7             | 12:29<br>12:29:30                 |                                                                                                                                                                                                                                                                                                                                                                                         | Target one mile behind the plane.<br><br>Target now 4 miles behind the plane, holding stationary for 6-7 sweeps.                                                                                                                                                                                                                                                                                                                                                                   |
| #8             | 12:30<br>12:30:45<br><br>12:31:30 | Copilot saw a flashing light traveling along at the right of the plane.                                                                                                                                                                                                                                                                                                                 | A further target was now seen at the plane's 3:00 position at 4 miles.<br>The target may now have moved closer to the plane, as the last target had disappeared and there was now a single, doubly-strong target on the scope. At this 90-mile distance from Wellington, blips are 3 miles "wide" and 1-mile "thick", so the target could have been as much as 3 miles away from the plane.<br>The plane's blip, after being unusually large for 3 sweeps, settled down to normal. |
| #9             | 12:32:30                          | "Got a target at 3:00 just behind us," the one above. Fogarty recorded seeing it, too.                                                                                                                                                                                                                                                                                                  | "Yes, and going around now at 4:00 at 4 miles."                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| #10            | 12:35                             |                                                                                                                                                                                                                                                                                                                                                                                         | Previous target now (apparently) dropped back behind plane 15 miles; joined by 2 others.                                                                                                                                                                                                                                                                                                                                                                                           |
| #11            | 12:35:30                          | (Plane performed a 2-minute left-hand orbit, but nothing was seen).                                                                                                                                                                                                                                                                                                                     | Three blips behind the plane had merged into one large one.                                                                                                                                                                                                                                                                                                                                                                                                                        |

The Wellington Air Traffic Controller was Geoffrey Causer, who utilized an MTI-processed radar picture (see Technical Data). A radar technician named Bryan Chalmers was also present for part of the time, watching a "raw", non-MTI-radar display. The event was monitored from the Christchurch end by a



Geoffrey Causer

single controller. For a half-hour prior to the Argosy's reporting anything visual, Wellington radar had been watching "weird" targets on radar east of the Clarence River and Kaikoura coast.

Any discussion of distances between radar blips refers to edge-to-edge distance. As will be noted, the blips can represent an exaggerated physical size with increasing distance from the antenna. These distances are also based on the assumption that the UFOs and the plane are at the same altitude. Thus, the radar distances for (visually) unseen targets may be greater than indicated. All events are based on the timed tape transcript of Wellington's radio conversation with the Argosy (the Christchurch tape was erased, regrettably). Bruce Maccabee's discussions with the controllers and witnesses, and Fogarty's recorded comments. Distances are in nautical miles (6076 ft. or 1.85 km.).

#### DISCUSSION: SOUTHBOUND TRIP

The Argosy departed from Wellington, New Zealand at 11:46 PM on the night of December 30, 1978. About ten minutes after midnight on Dec. 31, Fogarty and crew were back in the loading bay working on a "standup" for the news story, (see position #1 on the southbound map). It was also their intention to film normal city and airport lights out of the plane's window. All of this shooting was handheld as a tripod proved to be too cumbersome aboard the plane. The plane was climbing through 10,000' at 170 knots air

speed toward its cruising altitude (14,000') and speed (215 knots, or 3.6 miles/sec.). Fogarty recorded his first statement about this point: "We are now approaching the Clarence River where the highest concentration of UFOs was sighted on the morning of Dec. 21. We're at an altitude of 14,000 feet and we're on exactly the same route taken by Captain Powell when he encountered those mysterious objects. It's a beautiful clear night outside and naturally we'll be looking out for anything unusual." A couple of minutes later, the film crew was being informed of the lights outside their own plane. At around 12:22 AM, Fogarty recorded his first "on-the-spot" commentary: "It's kind of hard to describe my feelings right at the moment, but, uh, we've seen probably 6 or 7 or even more bright lights over Kaikoura. A number of these have been picked up by Wellington radar." Five minutes later, he noted that the lights were so bright, they seemed to be lighting up the sky over Kaikoura. Crockett obtained about 12 seconds of footage showing some sort of oval, blue-white lights which were quite bright. He also filmed 5 seconds worth of several lights seen at once in a horizontal row that randomly flashed on and off. His footage of the town lights of Kaikoura is interesting by comparison... the UFO images are much brighter. All of these shots were of lights seen from the 12:00 to 3:00 (front to right) quadrant, with regard to the plane's direction of travel.

About 12:28 AM, the plane had switched over to the Christchurch tower's radio frequency. No sooner had they done this (map location #7), than Wellington radar saw a target right behind them, so the plane switched back to the Wellington frequency. Note the rather firm radar-visual confirmation that happened at map position #8, a few minutes after this began. Both of the operators at Wellington watched the radar end of this close fly-by, and agreed that the single blip was like two aircraft flying side-by-side at the same speed. There was no bending of the broad blip as might be expected if one portion (such as the UFO) were stationary while the other portion (the plane) moved by it. The plane would have moved about two miles during this time (three sweeps-36 seconds), a distance which would have exceeded the minimum difference in distance between two targets that could be measured on the scope. Shortly after this occurrence, Chalmers went to another radar scope with the MTI processing turned off; he saw the normal

amount of land and sea clutter within 20 to 30 miles of Wellington, but no indications of anomalous propagation. Furthermore, the "weird" targets seen on the MTI scope were not seen on the normal display, suggesting they were actually weak reflectors of the 50 cm wavelength radar. As the plane witnesses watched the counterpart flashing light, Capt. Startup turned off the steady green wingtip light to insure that there was no kind of unusual reflection.

When the plane came in for a landing at Christchurch at 1:01 AM, the pilot and copilot remember being informed by the local radar operator that a target was pacing them in toward their right. Looking outside, the co-pilot saw a flashing light that looked like a car at first until he saw it cross a river at aircraft speed. They were too busy landing the Argosy to watch it carefully, though. The plane's onboard radar was not brought into play on the southbound flight.

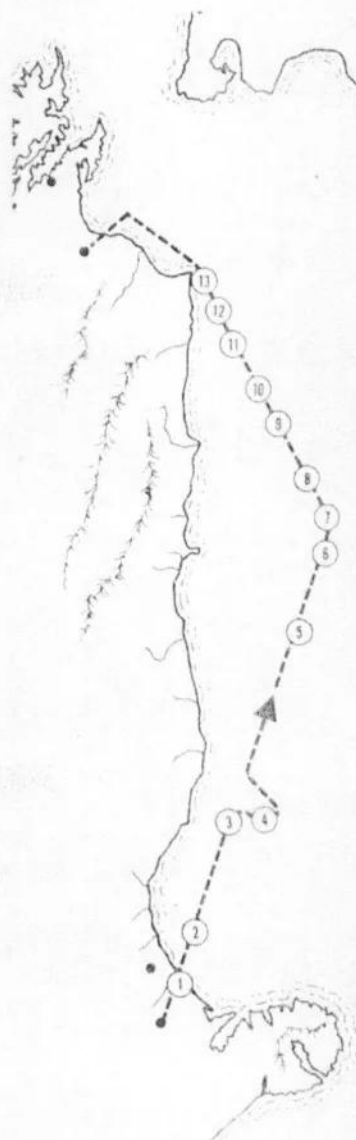
After the plane had landed, and the newspapers were being unloaded, the crew discussed their experiences with the Christchurch controller; he described an anomalous target that was not particularly impressive to him. Crockett and Fogarty decided to fly back with the plane to Blenheim to get more footage. Ngaire Crockett didn't go back with them, so a Christchurch reporter, Dennis Grant, took her place. Interestingly, Grant was the only person on the flight known to Fogarty personally.

#### DISCUSSION: NORTHBOUND TRIP

The plane left Christchurch at 2:16 AM for its northbound return to Blenheim. Weather conditions were still excellent with no noticeable departure from standard lapse rate conditions; winds at cruising altitude (13,000 feet) were from the SW at 10-15 knots. There was low cloud cover over Christchurch from 1200 to 3000 feet, scattered low clouds over the ocean and a possible cloud bank 40 miles east of the South Island. Once the Argosy climbed above the clouds, visibility was unlimited. In Blenheim, the weather conditions at 2:45 AM were as follows: winds were NW at 10-15 knots. Visibility was 60 km, with 1/8 cloud cover at 4000 feet. Temperature was 15°C. The crew was able to operate the plane on automatic height control at cruising altitude.

The Argosy climbed through the clouds at 1000 feet/min., initially flying 054° true (NE) at 155 knots. They were just breaking through the clouds at 2800 feet when they

# THE NORTHBOUND TRIP



| PLANE LOCATION | TIME (AM) | PLANE SAW:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | RADAR SAW:                                                                                                                                                 |
|----------------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| #1             | 2:18:40   | Light at 10-30° to the right of the plane same level.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                            |
| #2             | 2:21:30   | Grant, Startup and Guard all confirmed that azimuth of radar and visual targets were the same. Fogarty recorded that light may have faded in/out due to clouds. Crockett filmed a light which did fade in and out. Light was seen 5-30° below aircraft's level.                                                                                                                                                                                                                                                                                                                                                     | Airplane's own radar was switched from 50- to 20-mile range. Target seen 30° to right on scope, just under 20 miles. Blip 3-5X size of large fishing boat. |
|                | 2:25      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Target went off radar map mode since angle of target exceeded 50°. Came as close as 10 miles.                                                              |
| #3             | 2:29      | Plane turned to right toward light (now at their 3:00 position). As they headed SE straight for it, the light swung around to their right again (!) on its own.                                                                                                                                                                                                                                                                                                                                                                                                                                                     | (Seen too low for plane's narrow radar beam here).                                                                                                         |
| #4             | 2:31      | Crockett used 240-mm lens, as plane turned back toward original course. See text. Fogarty last saw it out the right window, almost straight down. Startup saw it again to the left after the turn.                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                            |
| #5             | 2:41      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Wellington saw radar target at plane's 10:00 at 20 miles.                                                                                                  |
| #6             | 2:45      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Target at plane's 9:30 at 16 miles.                                                                                                                        |
| #7             | 2:46:30   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Target at plane's 9:00.                                                                                                                                    |
| #8             | 2:47      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Two targets at plane's 11:00 at 15 miles.                                                                                                                  |
|                | 2:48:30   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Target at 9:00 at 8 miles. (Startup later asserted he saw these in the same positions on the plane's own radar, but he hadn't paid close attention).       |
| #9             | 2:51      | Collection of lights at 12:00.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Strong target at 12:00 at 20 miles. (2 miles off coast, 10 miles south of Cape Campbell).                                                                  |
|                | 2:51:30   | Second light to the left of the last one, according to Fogarty's tape, which flashed "extremely brightly". Both lights faded and reappeared. One was likened to an orange aircraft beacon. The light(s) noted by Fogarty to roll in an elliptical path, long axis vertical. This motion was captured on film, with a flash rate of 1.1 sec., from bright white to dim red/orange. Fogarty also referred to a cluster of lights including one which "keeps flashing". The plane requested that the Blenheim beacon (50 miles away) be turned off. The lights seen from the plane disappeared at about the same time. |                                                                                                                                                            |
|                | 2:52      | Another light was seen seconds later, but not necessarily in accord with new radar targets (at right).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Target at plane's 9:00 at 8 miles and 10:00 at 10 miles. Target south of Cape Campbell disappeared about the same time as the beacon was turned off.       |
| #10            | 2:53      | One or more of these may have been seen.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Four targets seen at 9:00, 9:30, 10:00, and 10:30, all about 1 miles off the coast.                                                                        |
|                | 2:54      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Target at 12:00 at 2 miles.                                                                                                                                |

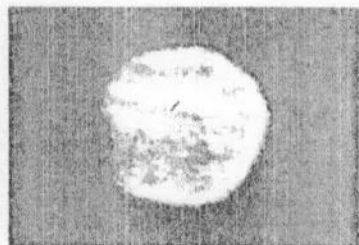
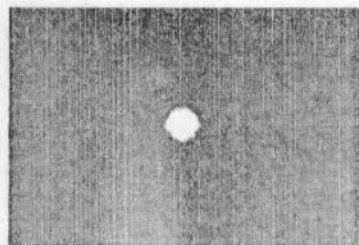
|     |         |                                                                                                                                                                                                      |                                                                                                     |
|-----|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
|     | 2:55    | (Unseen)                                                                                                                                                                                             | Plane "merged" with target though "UFO's" height was undeterminable.                                |
|     | 2:55:30 | Bright light behind Woodburne (Blenheim airfield).                                                                                                                                                   | (Unseen)                                                                                            |
| #11 | 2:56    | Lights at 2:00-3:00 of plane                                                                                                                                                                         | Unseen, but target at 9:30 at 5 miles. Then "just one point" of target at plane's 3:00 at 15 miles. |
| #12 | 2:57    | Two lights seen just prior to plane's orbiting descent. Gone when 2-minute orbit was completed. Plane attributed these to fishing boat lights. Venus now rising, pointed out by co-pilot to the rest | Targets at 12:00 at 2 miles and 10 miles as orbit began.                                            |
| #13 | 2:59    | Light over Picton                                                                                                                                                                                    |                                                                                                     |

spotted the light (at map position #1) while 7 miles out of Christchurch. The witnesses offered different impressions about it. Startup thought it was the full moon at first without features (the real moon had set in the west hours before). Guard described it as a "squashed orange". Grant wrote down at the time that it resembled a white ping-pong ball illuminated by a spotlight. A reflection of the lights off of clouds or the ocean was also noted. Dennis Grant repeatedly compared the position of the light with the target on the plane's mapping radar. Since the target was about 18 miles from the plane, 30° to its right, and since the plane was 15 miles from Christchurch, the target was about 32-35 miles from the Christchurch radar. That system has a lower limit of effectiveness that rises 100 feet for each mile. Thus, an object at 3000 feet 30 miles away would not be seen.

When the plane was 32 miles out of Christchurch at 11,500 feet, the light was 70-90° to the plane's right and off its radar. The cameraman obtained several minutes of film out the far-right-hand cockpit window at this time. The images range from yellowish/white elliptical shapes with reddish fringes to overexposed, triangular and circular forms; typical angular sizes were on the order of 1-2 milliradians. One useful zoom shot shows a cockpit meter (below the window sill) just below the image of the bright light outside. The Argosy reached its cruising altitude of 13,000 feet and 215 knots air speed at map position #3, 35-38 miles out of Christchurch; at this point, the pilot turned right and flew southeast toward it—yet the light also swung around from directly in front of them to their right again. The light was more noticeably depressed in angle below the plane now as well, which serves to explain why it didn't briefly reappear on the plane's radar.

It was here that Crockett filmed the light through the faulty 240mm zoom

lens, resulting in his description of the large image to Fogarty. "It now appears to be an oval-shaped object with rings of light going around."



The faulty Sun zoom lens "blew up" the light source into an exaggerated, dimmer extra-focal image.

Before the plane turned to the right, the light was described by him as having a "brightly-lit bottom and a sort of transparent top". During the time that the lens was in focus, he did obtain images that are consistent with the bell-shaped, bright-bottomed forms seen through the 100 mm lens.

This southeasterly course lasted 1 or 2 minutes. As the plane executed a left turn to get back on course, the

pilot was surprised to see the light appear suddenly on the plane's left. Then it appeared to move downward, behind and beneath the plane. This was the light's closest approach to the Argosy, but it went unfilmed. The sighting line was too far below the plane's horizon, and the camera would have bumped overhead switches.

The plane landed at Blenheim airport at about 3:10 AM.

#### NEXT ISSUE: PART II

- What does the film reveal after analysis?
- How effective are the prossic explanations?
- What about the second film shot on the ground?

## THE BRAZILIAN UFO SCENE

by J. Allen Hynek

"For God's sake—do something about these OVNI's (UFOs) . . . so I can go back to catching my armadillos!" So spoke a Brazilian farmer in the state of Minas Gerais to Alberto do Carmo. Armadillos are best caught at night, and these yellow balls of light had become so common, and so frightening to the natives that they were, and are, very afraid to venture into the forest at night; they still ventured into the forest (or "bush") but they developed a routine of hiding under bushes when the lights came by, so they wouldn't be grabbed by the UFO. These balls of light, sometimes called a part of the "Mother of Gold" phenomenon [a spirit that is associated with mineral deposits and presumably is interested in protecting them], are said to attack the unwary.

So, at least, this part of the UFO phenomenon in Brazil has become a part of the folklore, or has attached itself to it. Apparently, the "mother of Gold" phenomenon is quite com-