

## STATEMENT OF WITNESS

Place : San Antonio, TX

Date: 25 May 95

I, Dan D. Fulgham, Col, USAF (Ret), hereby state that James McAndrew was identified as a Lieutenant, USAFR on this date at my place of employment and do hereby, voluntarily and of my own free will, make the following statement. This was done without having been subjected to any coercion, unlawful influence or unlawful inducement.

I entered the U.S. Air Force in 1952 as an aviation cadet. I flew F-84s on 100 combat missions during the Korean war. After a tour as a flight instructor I was assigned to the Aero Medical Laboratory at Wright Patterson. I participated in both the Air Force Man in Space program and Project Mercury. I also participated in the X-15 and X-20 programs and worked as a bioastronautics officer with NASA on Gemini. During my Air Force career, I earned both a Master's and Doctorate degree from Purdue University. I flew a combat tour in Southeast Asia in F-4s as a member of the 555th Tactical Fighter Squadron and flew 133 combat missions. I retired from the Air Force in 1978 as the Commander of the Human Resources Laboratory at Brooks AFB, TX. I am presently the Director Of Biosciences for a research organization in San Antonio, TX.

In 1959 I volunteered for training to become a back up pilot for Capt Joe Kittenger in his high altitude balloon projects. I flew two missions for training purposes with Capt Kittenger and Capt Bill Kaufman from Holloman AFB, NM in May, 1959. On the second flight we were practicing touch and go landings north of Roswell, NM when we "crashed" on one of the landings. The gondola flipped over and my head was pinned to the ground by the lip of the gondola. We managed to lift the gondola off of my head and looked it over for damage. Capt Kittenger was bleeding from a cut on his face and I noticed that my head seemed to be protruding outward from underneath my helmet. Realizing I was injured, I sat down and feared I might go into shock. I was not in pain but my entire head was throbbing and began to swell.

I then remember boarding the "chase" helicopter that was following us and flying a short distance to Walker AFB for medical treatment. I recall walking into the hospital and also stopping on the front step to smoke a cigarette. I remember security personnel escorting and questioning us to determine who we were. Security was very tight at Strategic Air Command bases such as Walker. On occasion surprise inspection teams from SAC headquarters arrived in helicopters just as we did. In addition, a story of three Air Force officers crashing in a balloon was somewhat far fetched. The security people were convinced of our identities when they spoke with Col John P. Stapp, the Aero Medical Laboratory Commander.

While I was at Walker my head had swelled considerably and both eyes were turning black. Later the skin on my face turned yellow. I remember being seen by one doctor and I do not believe any other doctors participated in my treatment. I do not recall any



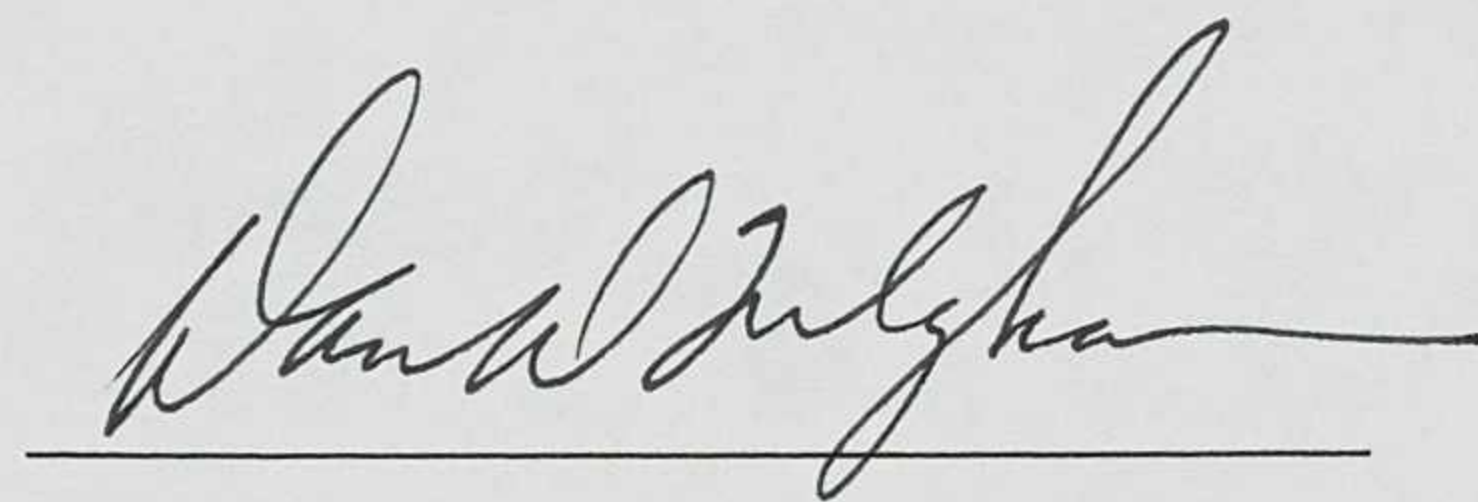
nurses attending to me. I also do not recall that a black NCO was present nor do I recall any civilian men in the hospital. I do not recall that Capt Kittenger was involved in an altercation of any kind while we were there. After I was treated and released we all flew back to Holloman on the helicopter.

At Holloman I was admitted to the hospital and had blood aspirated from under my scalp. I remember my forehead drooping down, I had to use my fingers to open my eyelids, and I had to sleep sitting up. Several days later I returned to Wright Patterson with Capt Kittenger and Capt Kaufman. My wife met the airplane and when she saw me, she burst into tears due to the swelling of my head, the two black eyes, and the yellow color of my skin. When I returned to my office at Wright Patterson, my secretary also began to cry when she saw me. After some weeks my head returned to normal size and I was returned to flying status.

During my Air Force career I was involved in many different scientific research projects including the space program. I can state with certainty that none of them, including the incident described here, had anything to do with UFOs or "space aliens".

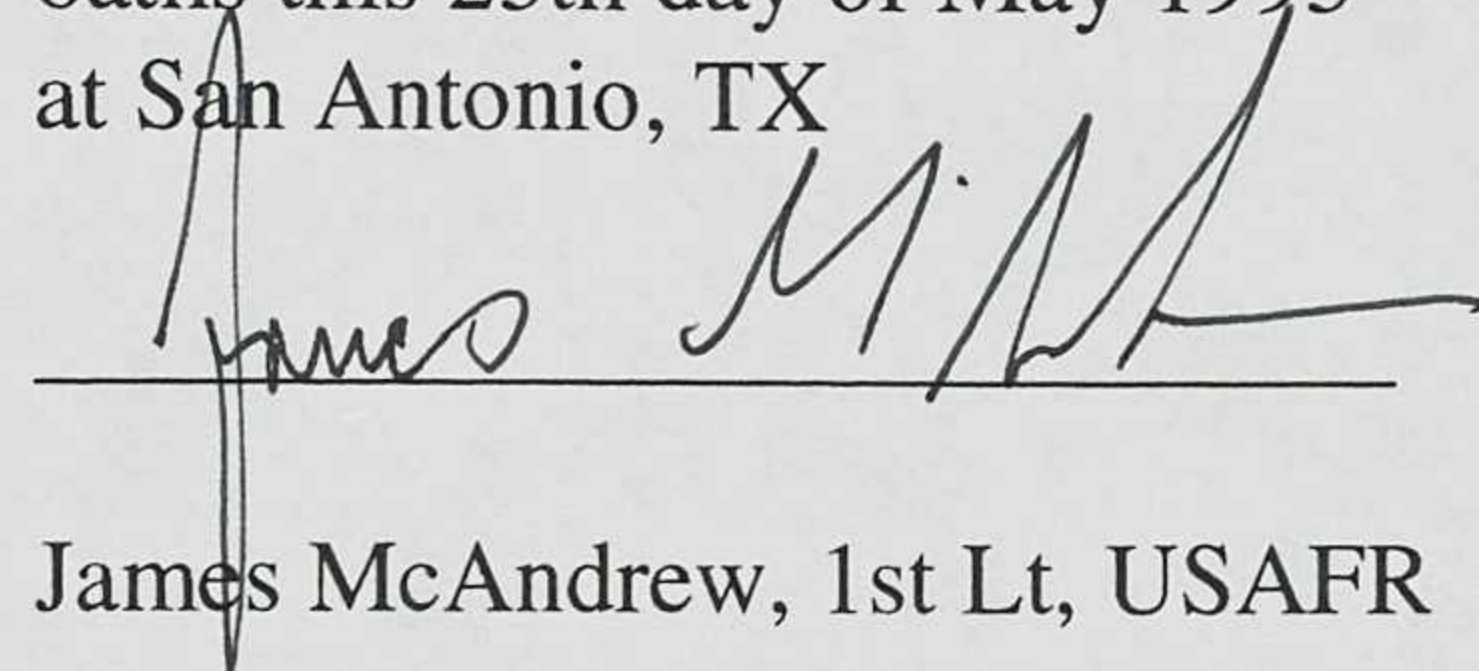
I am not part of any conspiracy to withhold or provide misleading information to the United States Government or the American public. There is no classified information that I am withholding related to this inquiry and I have never been threatened by U.S. Government persons concerning refraining from talking about this matter.

SIGNED:



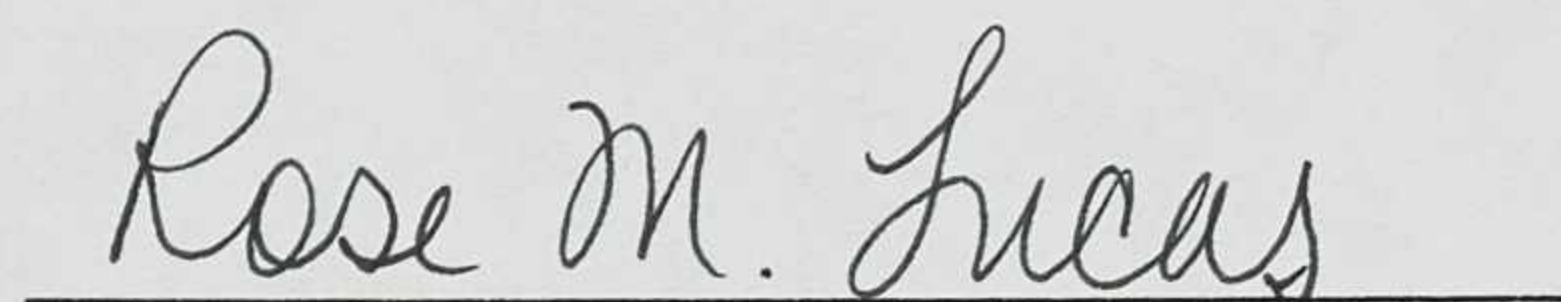
Dan D. Fulgham, Col, USAF (Ret)

Subscribed and sworn before me, an individual authorized to administer oaths this 25th day of May 1995 at San Antonio, TX



James McAndrew, 1st Lt, USAFR

WITNESS(s):





Colonel Dan D. Fulgham  
"Roswell Incident"  
San Antonio, Texas  
26 May 1995  
Interviewer: 1st Lt James McAndrew

Q: We spoke about the investigation that was conducted last year. The Secretary of the Air Force was asked by the General Accounting Office to look into some information about what's been known as the Roswell Incident. We've looked into that and we wrote a quite lengthy report last summer, and I provided you a copy.

After that investigation we've come to determine that perhaps some of the people were relating not something that happened in 1947, but something that happened to you personally in 1959, and we'd just like to ask what you remember about it.

If you could just start off with when you entered the Air Force and some of the positions you held throughout your career.

A: I came into the Air Force through the Aviation Cadet Program, graduating from flying training at Bryan Air Force Base on March 22, 1952. From there I went to gunnery training at Luke Air Force Base in F-80s and F-84s and proceeded directly on to the Korean conflict, as I recall, reporting in somewhere around August of 1952 to [FINCOM] Area B outside of Tokyo for reassignment to the 474th Fighter Wing in F-84s at Kunson, Korea.

I flew 100 combat missions out of Kunson and Taegu. The squadron that I was in was transferred sometime in the spring of 1953. As I recall, I finished my combat tour in approximately May of 1953 then returned to the U.S. and was assigned to Webb Air Force Base in Big Spring, Texas, as a flight instructor in T-33 and T-28 aircraft.

That tour lasted to about 1955 when I transferred to Randolph Air Force Base into the headquarters of the Combat Crew



the command coordinator for aviation physiology, since I'd gone through aviation physiological training while at Webb. I was command coordinator for what then became the Air Training Command.

That sort of made me visible and eligible for an assignment to Air Medical Laboratories at Wright-Patterson. I think I reported in there in late 1957 to the Air Med Lab, and was placed in charge of all of the high altitude chambers at Wright-Pat.

It was during that period of time I became involved in the space program. The Air Force had a man-in-space program that was, all of the human activities of it were being run out of Wright-Patterson, out of the Air Med Lab. When Sputnik went up and President Eisenhower created NASA out of the old NACA, and took all of that program work, transferred it to NASA, and it became Mercury, it became Project Mercury. I worked in the Mercury program, still on the Air Force side.

From Wright-Pat it was off to Purdue for a Master's degree in Human Factors Engineering in 1959. Graduated from there in 1960 and reported to the Flight Test Center as a bio-astronautics project officer at Edwards Air Force Base. That was in the summer of 1959.

It was at Wright-Patterson, though, that I became involved in the balloon training programs, since I was an active instructor pilot in the T-33's over at the Flight Test Group, and then Joe Kittinger and his program... He had responsibility for several programs, as I recall, that involved piloted balloons -- helium balloons. And of course it was more than one person could handle, so Bill Kaufmann and I had volunteered for and been selected to train as balloon pilots.

It was during that period that we participated in the take-off and landing and flying time out of Holloman. As I recall, both of the training flights that we participated in before the accident occurred, all three of us flew on every flight. Those two. To get them to agree on that, to go back to the flight test center at Edwards, I mentioned their (inaudible) and the astronautics group, and my background in parachuting, and the



commander asked me to take on the additional duty of supervising the X-15 para-rescue team, which I did. And that lead me more into how to parachuting in support of the X-20 and the Gemini Program out of El Centro, California. That all occurred in the mid-60's.

In 1966 I was selected for an assignment to Vietnam and I went through F-4 training at George Air Force Base, reporting to the flying wing under Colonel Robin Olds in the fall of 1966, as I recall. It was about in October. I began flying combat almost immediately in the TAC fighter wing. I was a member of the Triple-Nickel Squadron. I flew 133 missions: 100 over the north, some 16 into my area, [route pack 6], and finished up there, I think as I recall, in June of 1967.

I returned to the U.S. in '67 and was assigned to Gunner Air Force Base in the Corona Harvest Project, which was to write the history of the Vietnam War. There I had an interesting assignment in 1968, to join up with the history office of Colonel Burton Shaw out of PACAF in Hawaii, and write the Pueblo incident from the Air Force point of view, which was quite an interesting project. It took weeks to do that.

From there I went back to Purdue for a Ph.D., reporting to Purdue in 1968, and graduated from Purdue in 1971. I was assigned as the Chief of Flying Training Simulation Group under the Human Resources Laboratory at Williams Air Force Base until 1975.

I then reported to Brooks Air Force Base as Vice-Commander of the Human Resources Laboratory, and then Commander of the Human Resources Laboratory, the position from which I retired in August of 1978.

Q: Commander of the...?

A: Commander of the Human Resources Laboratory. My rank was O-6.

Since retirement from the Air Force in 1978 I've worked in the civilian research business on, still primarily on life



sciences and human factors research. My present position is Director of Biosciences and Bioengineering for Southwest Research Institute in San Antonio. For eight years I have been in that position.

Q: Okay. Well, now we'll go back to the situation that we think you may have become a part of, the mythology surrounding this Roswell incident. If you could just briefly describe how you became involved in the high-altitude ballooning with Captain, now Colonel, Joe Kittinger.

A: I don't remember the exact mode we took in order to get involved in the program, other than we just, it was something different and we wanted to take a shot at it. But, you know, essentially was that Joe needed some support in several projects, one of which was to fly a scientist to 80,000 feet in a balloon-suspended gondola to take pictures of Mars from a gyro-stabilized platform.

Q: That's Stargazer.

A: Stargazer. And there were to be several flights in that project, and we were the backup balloon pilots for that.

Another one was High Dive, as I recall it was called High Dive, in which altitude jumps were to be made from open gondola, and since I was parachuting qualified, I was to be one of the jumpers. And Bill Kaufmann was not jump qualified, but he had volunteered to at least be one of the balloon pilots.

Q: He did have previous experience.

A: Yeah. There was some reason that he was involved, too, but...

Plus it was mandated by the -- it wasn't the FAA then; it was probably the CAA -- that we had to have a license in order to fly in controlled air space, if you will. Nobody knew anything about balloon licensing.



Q: This was before the hot air balloon would even have been invented.

A: Yes.

Q: And was widely used.

A: Right. It was just installed helium, and the Air Force was the only, the military was the only people that could afford helium in those days, and so we did the majority of all the helium ballooning, the Air Force and the Navy.

We went to the CAA or whatever it was called in those days and asked them to issue balloon licenses, and the best they could come up with was a student pilot license, and I think they just arbitrarily said, "You've got to have X number of landings and so many hours to be given your license." Joe, being the most qualified to instruct since he had quite a bit of balloon time, we put together a program to go to Holloman, and accrue the number of hours of flying time and the number of landings necessary to qualify Bill Kaufmann and I as student balloon pilots, if you will, so we could participate in the program.

The first flight out it was an all-night flight. In both cases they were all-night flights, and with the first flight we terminated just north of El Paso and returned by helicopter and were taken back to Holloman, and on the second flight was the one in which we took off with the intention of landing at Roswell at daylight, and that's exactly what the flight plan turned out to be. We landed just right in the outskirts of the City of Roswell, just after sunrise.

Q: Which was north of town, or south, or do you know? You don't remember?

A: I think it was north of town. In the pictures, you know.

Q: And in the [Reins] record it seemed to be north of town. So could you just describe on that second flight there, when you had the little mishap and how that came about?



A: We had been flying all night, and as daylight approached, you know, it became light enough to see the ground, we valved off some gas and went down and started shooting practice landings -- touch and go landings -- and Kittinger instructed us how to stand on the outside of the gondola and when it touched down on the ground just to jump off, and that would give enough rebound to the balloon that it would go bouncing back into the air. That way we didn't have to dump ballast right away. And you just had to scramble to hold onto the side of the gondola from the outside.

And Joe shot some landings to demonstrate, and I shot a series of landings, and then Bill Kaufmann took over the controls, the controls being a cup of lead-shot in one hand and the lanyard to valve gas in the other, and you could adjust your rate of descent and then time your touchdown just enough so that you'd hit the ground with enough force to make contact but rebound and there'd be enough, the balloon in there should it come on down a little bit and then it would rebound and take you back up into the air.

Q: Give you the touch and go.

A: A hundred feet or so, something like that. It was now approaching sunrise, and of course what was going to happen as soon as the sun cracked the horizon, wind would come up, and we knew that anything above 10 knots wind, we'd probably wind up having to fly all day and all night again before we could land, because it's too dangerous to land, and the wind, of course out in that desert, the wind came up and stayed up, 25, 30 knots all the time in the daytime.

So we were approaching the town. We could see we were approaching the town, and Joe or Bill said -- I think it was Joe said -- "There's a clearing over there," this side of the highway where the school was located, and Joe said, "We'd better get down into that clearing," because the wind was coming up, our lateral speed was increasing all the time. He said, "We better try to make that field or we may run out of anyplace to land. We'll be downtown before we know it." And so we valved gas at a pretty



good rate to clear the trees that surrounded that field and then to try and get a vertical descent rate high enough that would get us into this open area, and how big it was -- four, five, six acres, maybe, in size. Maybe a few more than that but not much more.

Just prior to that, when we'd decided we'd better make it a final landing, I said, "Why don't we clean up this cockpit a little bit," the gondola. Because our helmets were lying in the bottom of the gondola. There was some other crap down there. So I picked up my helmet and put it on, and everybody put their helmets on, because we hadn't been flying...

Q: Was Kittinger wearing that Canadian hunter's hat?

A: I don't recall what Joe had on. Bill had the same kind of hat I had on. It's one of those bicycle hats, or helmets, that was...

Q: That he gave me?

A: Yeah. Bill and I wore those. Those were developed for SAC air crews, you know, who had to go up and stay up 24 hours at a time, and a regular P-1 helmet in those days was just so damn heavy and...

Q: Well, I think that's what Kaufmann has on. He has the standard issue helmet.

A: Yeah, he might.

Q: And then you have the experimental.

A: Yeah. Mine was that SAC helmet that I had gotten. It was cool as any...

Q: For those long missions they were flying?

A: Yeah. I put my helmet on, and it looked like we were going to be all right coming in to the field, even though our



lateral speed was up a little bit. And the way we effected a final landing was to...

We had a electric squid, and you'd uncover the toggle switch, and when we activated the toggle switch it blew an electric, or sent an electric charge through an explosive bolt that held the balloon to the top of the parachute. And the technique was to let the gondola hit the ground to kill some lateral speed and hit the switch before the balloon could rebound.

Q: To cut loose the balloon.

A: Yeah. To cut loose the balloon. So... Before it rebounded and it carried the gondola back up again.

And what happened was, Bill hit the switch just a fraction too soon. And we still had too much lateral speed. But when the balloon cut loose, the lateral speed was such that the gondola tin-canned on the ground. Just like if you throw an open-ended tin can down on the ground and it just tumbled, end over end. I don't remember how many times it did that. Maybe once or twice.

It came to rest upside down. And my position in the gondola was on the bottom of the stack, with my head wedged in between the lip of the gondola and the ground. And Bill Kaufmann and Joe Kittinger were on top of me, so that I couldn't move, because their combined weight just pinned me to the ground. And of course they got that sorted out right quick, and they got moved off the top of me, and then we jacked up the gondola and turned it over on its side, and crawled out. I've forgotten. The gondola weighed 600 pounds or something like that.

Q: Plus three guys.

A: So we were trying to assess, you know, our state. The damage to the gondola. Nobody appeared to be hurt. There was no pain or strain or anything. But Joe had a cut under his eye. It was about a half-inch in length, but it was just bleeding like a stuck pig. And it didn't look like a very deep cut, either. Well, you know, any facial cut bleeds quite a bit anyway. But he



appeared to be more wounded than he really was. It was not a serious cut at all.

I was moving around the gondola and doing the same thing the other two were, just picking up equipment and seeing what the status was and everything, and I think a helicopter came in about that time also.

A: Here it is. Page 21.

Q: Yeah. But that's from the first flight. That is not the Roswell flight. That's when we were recovered out near El Paso, the shorter run that we did. But that's the same helicopter from Holloman, the one who tracked us the whole night. That's the same one that came over and picked me up and flew me back to Holloman from the hospital.

During this moving around, I reached up to do something about my face, either brush something off, no strain or anything, and I felt my forehead out in front of the helmet. I didn't realize it at first. There was something there, like padding or whatever, and so then when I pushed on it with my fingers I realized it was my forehead, and I thought, "Well, for Christ's sake, you know." I apparently damaged something, because my forehead shouldn't be sticking out in front of the helmet. So I said, "Uh-oh."

And I'm smart enough to know that I did something that I'm just not feeling yet because there's no pain there or anything. I may be injured to a point that I could go into shock or something if I keep moving around. So I sat down immediately, and took my helmet off.

Well, when I took my helmet off, my head started swelling. Not just my forehead, but all of my head started swelling. And I found out subsequently from the doctor that what had happened was, I had crushed a lot of the blood vessels and the nerves when that gondola had landed on top of my head and pinned me between it and the ground. It did it on a, if I recall, almost on a face-up attitude, so I got front and rear crushing motion, and it did crush those blood vessels and nerves, and that's why I wasn't



feeling anything, because the nerves were dead. And the blood, the free blood that was pouring out of these capillaries and vessels was swelling my head. It had to go somewhere, and there was enough free skin there that was just loose enough that it started swelling up.

Q: You felt it right away? The swelling?

A: Oh, yeah. Sure. When I still had that helmet on I could feel my forehead push, pull -- puffed out in front of my helmet. Now, that's not normal.

Q: I wouldn't think so. No.

A: So, I still felt no pain, no problem, but it was getting to the point now that my face was beginning to swell a little bit from all this liquid and everything, and finally my eyes swelled shut.

Q: Was this while you were still out there?

A: No. I think this was a progressive thing, and by the time I got to the hospital the swelling was getting pretty bad. It ultimately got to the point where the only way I could see was to take my thumb and index finger and spread my eyelids. There was nothing wrong with my vision and everything, other than my eyes were swollen shut. I could spread my eyelids and see, and as soon as I let go my eyelid would snap shut again.

Q: So, now you're injured, and you decided to lay down, and to figure out what's going on.

A: Well, I just didn't want to be up and moving around in case my system was subject to going into shock. Because I knew enough about physiology, and after all we were in the life sciences business. I knew that pretty well. I don't recall the exact sequence of events. There was nothing spectacular, or nothing notable or noteworthy about it. No matter how I wanted to, I couldn't see myself, so I didn't know how bad I looked. But I could tell by feeling that my head was considerably enlarged. Considerably enlarged. The sort of thing where



somebody says, "Well, you don't look too hot." But it was sure I didn't feel bad.

So when we arrived at the hospital...

Q: How did they get you to the hospital?

A: I don't know. I thought we flew over in a helicopter. I remember... I think I remember getting out of a helicopter at the flight ramp in Roswell.

Q: It was probably a five minute flight. A very short flight.

A: Very short. Also, as I recall, when we got there wasn't a doctor immediately available. I think they had to call the doctor to come to the hospital.

Q: Do you remember anything about your arrival?

A: After I arrived... I think we landed on the flight ramp. We probably wound up riding in the ambulance to the hospital, would be my guess.

Q: Do you think you were walking, or did you lay down, or....?

A: No, I was walking. There wasn't anything wrong with me. I felt fine. In fact, I remember very clearly, even before either one of us was treated, Joe Kittinger and I sitting out on the front steps of the hospital smoking cigarettes.

Q: Okay.

A: We went outside to smoke, and Joe's eye was still bleeding. Not profusely, but he was still bloody from that little cut on his face.

Q: You sat out there. Were there civilians in the area?

A: I never seen anybody. It was early in the morning.



Q: And you don't believe...

A: What we were waiting for was the doctor to get there. And I recall at that time there was this controversy going on with security in the hospital about who in the hell were we anyway? We weren't supposed to be there, and nobody knew anything about the Air Force officers flying balloons, and we could have been The Intruders, you know, Kurt LeMay's famous, to penetrate the security teams. And I remember Joe trying to get ahold of Colonel Stapp to establish our identities, and who we were. And I guess that occurred sometime during the morning.

Well, in the meantime, the doctor showed up and he examined. You know, he wanted to do an examination. He said, "You know, we'd better wrap that head in something." So he used an Ace bandage, and he wrapped my head to keep it from continuing to swell. And I believe, I remember him discussing with me at that time as to whether or not we ought to aspirate some of that fluid. He wanted a decision, yes or no. I did know, the decision was made that well, the helicopter was there and they wanted to fly us back to Holloman. So we flew back in the helicopter.

At that time, as I recalled earlier, you know, I couldn't remember whether I spent the night at Roswell or went back to Holloman, but the record seems to indicate...

Q: Right.

A: ...that I flew back to Holloman.

Q: Yeah, you're...

A: On the...

Q: On your medical record it shows you spending the night at Holloman Hospital.

A: And there was some kind of party that night, and I put on my uniform and went to the party. And my head was wrapped in



an ace bandage and my eyes were swollen shut. I had to be led around. And I just took the position of, hell, I felt fine, I didn't have a headache, I didn't feel bad. So I just stood around in the crowd with my hand out, and somebody always kept feeding me drinks and talking about how bad I looked, because my eyes were now totally swollen shut, black underneath and... I really didn't look swift at all.

Q: Were people shocked to see you? Did you look like yourself?

A: No. You couldn't recognize me. You couldn't recognize me at all.

Q: And your head was much bigger than it normally was?

A: Yeah. Much bigger. And this was that night.

The next day, or the day after -- I guess the next day, on Sunday -- the flight surgeon at Holloman said, "You know," he said, "we've got to do something about that swollen head, because what will happen is scar tissue will form under there and you'll be permanently disfigured." He said, "You probably already are going to be permanently disfigured to some degree. Some of that swelling may never go away because of scar tissue and everything." And he said, "What we need to do is aspirate some of that fluid out of there and compress it down and see what we can do."

Q: According to your record, Dr. Les Eason-- and I spoke with him -- he aspirated 20 cc's of blood.

A: Yeah. So he came at me with one of these ungodly huge needles. I've forgotten what size it was now.

Q: Yeah. According to your record he aspirated the blood on the day of the accident, back at Holloman.

A: Eight millimeters, or something like that.

Q: Twenty cc's of bloody fluid.



A: Did it say what size needle he used? It was about an eight millimeter, as I recall. I just remember it was a big damn needle. It didn't particularly hurt because my head was still numb. The scalp, particularly, was numb. But he did take a lot of fluid out, and rewrapped it again with an Ace bandage to keep it down as tight as he could.

Q: In this picture...

A: In that picture my head is considerably reduced. Considerably reduced from what it was.

Q: So this is back at Wright-Patterson.

A: Yes.

Q: Some days later.

A: At Wright-Patterson. That's on a Monday or a Tuesday.

Q: Right. You had your return in on Sunday, according to the record.

A: Yeah. It had been a Monday or a... Well, that could have been Sunday afternoon.

Q: When you got right back.

A: Yeah. I don't remember. I remember being in the airplane on the way back.

Q: Okay.

A: But there was nothing notable about the flight that sticks in my mind or anything like that. We were just going back to Wright-Pat.

Q: Okay. Before we move on a little bit I just want to ask you what you remember about being at the hospital there. You said you remembered arriving, smoking a cigarette...



A: Where? At Roswell?

Q: At Walker Air Force Base. And you remember having a cigarette on the front steps. And you don't remember civilians being in the area.

A: I don't. I really don't.

Q: Do you remember any nurses being in the area, assisting in the treatment?

A: I don't. The doctor, you know, talking to me about, does it hurt and, that's really, you know, the typical medical exam.

Q: How many doctors? Was there many doctors, or one doctor?

A: Just one that I remember. I don't remember seeing any other doctors in the hospital except for mine.

Q: Who was he? To your knowledge.

A: I don't remember if he was one of the flight surgeons or not. He was one of the Air Force doctors assigned to the hospital.

Q: Okay.

A: Keep in mind, by this time, now, my eyes are swollen shut. So I'm not seeing much of anything. And if somebody asked me a question or something and I thought I needed to see him to respond to it, I'd pry my eyelids apart and look at him. But other than that, you know, when I'd talk to people, I just responded to verbal.

Q: So did they keep you in like an examining room? Or did you sit in a waiting room?



A: No, I didn't sit in a waiting room, but I was perfectly ambulatory and could get up and move around. I didn't know whether I might go into shock also, so...

I can't remember sitting on either an examining table or a bed. My head was swollen...

This time my forehead, before they aspirated all the fluid, my forehead was actually drooping down over my eyebrows. There was that much fluid in there. It was that big. It was just drooping down in front.

Q: And this was, you think this was when you were at Walker?

A: Yeah.

Q: So, the swelling was immediate?

A: Yeah. There was a lot of loose fluid, you see. The damaged blood vessels were leaking fluid into the scalp. Lots of it. And over time...

Let's see, this was on Monday. That's loose blood, see, that's coming down out of here, all around my nose and everything there. My entire face turned yellow all the way down to where the interstitial tissues are attached to the collarbone and the sternum. So I was yellow, like a Chinese or an Oriental, all over my face and down to that V. And there I was, white. But as far as that free blood can drain, I turned yellow and black, just like I was bruised. And that's the beginning of it there, but that progressed, got worse and worse, as time went by.

Q: While you were in the hospital you said that Capt. Kittinger was trying to contact Dr. Stapp, John Paul Stapp, back at Holloman.

A: No, not at Holloman. He was at Wright-Pat.

Q: He was at Wright-Patterson. But by this time was he Air Med Laboratory Commander?



A: Yes. He assumed that command.

Q: Okay. So Kittinger was reporting in to him?

A: Yeah. And I'm not so sure that we were as much concerned about reporting in to him as we were establishing our identity for the security people. That was my impression of what the urgency of getting ahold of staff was.

There would be two things. One, Stapp hearing that there had been a problem and him not knowing about it, so we wanted to report to him that yeah, we had an accident, but everybody's all right. And no great damage done, and no damage to the gondola or anything like that. Just got cut up a little bit, but everything is fine. And the other was, I think the more urgent part of it, was the identity problem. I tell you, SAC was damn serious about security.

Q: So was this commonplace in the Air Force, as far as getting involved with SAC?

A: Oh, yes. Absolutely. Absolutely. The security of the nuclear strike force was paramount. SAC ran the Air Force in those days.

Q: You weren't SAC. But did you ever have a run-in with these guys?

A: Run-in's with them? Security people on SAC bases? Yeah. Lots of times. And when there are single-engine airplanes around, you're always going to wind up in positions where, I don't care if it is a SAC base, I got to land, you know. I've got to get fuel or something, or the weather is bad and you can't go any further and you got to land.

It was always, if you landed without prior permission you were going to get interrogated by the security people. There was nothing that Curtis E. LeMay liked better than to send out people that just suddenly showed up and landed on the base, and everybody says, well, it's an Air Force airplane so it's okay,



and then out would come his IG and just really rip everybody -- probably more wing commanders lost their jobs over that kind of thing than anything else that happened.

Q: So Capt. Joe Kittinger. How would you describe him physically?

A: Joe was about average height. He was always a little bit on the heavy side. Not chubby, not fat, but he was a stocky build. Red hair, freckle-faced.

Q: What kind of red hair was this? A little red, or...?

A: It was red. It was cherry red.

Q: He's a pretty formidable figure.

A: Well, we didn't think so. We were just all captains together.

Q: Did you... I know you were getting treated but at that time did you hear a discussion or overhear any altercations that Col. Kittinger may have gotten into that day?

A: No. I never heard anything. I never heard anything. I was involved in the physical exam and stuff like that, and Joe and Bill were off doing whatever they were doing.

Q: Capt. Kittinger at that time, would he have ever had an NCO that assisted him on this particular morning, who would have been a black man, that you can remember?

A: I don't remember that. I really don't remember a black NCO. I know that there were a lot of people that were involved in helping in the operation necessarily.

I can't remember specifically. My contacts with that crew, the actual flight crew and everything, was at night, because that's when we went down, inflated the balloon and made the take-off, was after dark. He didn't belong my to operation back at Wright-Pat. And both of the two flights that we made were the



only two times I was ever at the Holloman, so I didn't know any of those people at all. And Joe flew out of there all the time, so he knew them quite well.

Q: Okay. Getting back to Holloman, when you were getting ready to leave. Were you... Who else was on the 131? Was it a regularly scheduled flight, or...

A: It took us back to Wright-Pat. I don't recall when. In those days there was a kind of a shuttle service that went around out of AFSC Headquarters down to Wright-Patterson. And this could have been one of the shuttles, or sent an airplane out special or, I just don't know. I don't know whether they sent somebody out special or if it was just one of the shuttles out moving around. And it could have been anybody I could have know.

When we got back to Wright-Pat... Of course, that R&D community there, even though it's a huge base and everything it's a pretty small-knit community anyway. But I had talked to my wife just for a minute after I got back to Holloman, just to let her know that I had been in an accident but I wasn't hurt, because I knew what kind of publicity had gotten out to the newspapers or anything, and told her I was just fine. A little banged up, but nothing to be worried about.

But I looked awful, and when I got off the airplane at Wright-Pat, and of course the base operations had called her and told her what time I was going to be there on the airplane that night, so she's there to meet me. When I came down the stairs of the airplane and she was there on the ramp close to the steps, and she saw me and realized that it was me, she just burst into tears because I looked so awful. You know, I looked like I ought to be more dead than alive.

And that was sort of the reaction I got from everybody. In fact, when I went back to the lab the next day, on the job, I walked in and stood at the desk in front of my secretary -- my secretary -- and was talking to her and mentioned this or that, and all of a sudden there was this long pause, and she looked at me and she said, "Capt. Fulgham, is that you?" And she burst



into tears. Because she had been talking to me, not realizing who I was. That's how different I really looked.

And with my eyes swollen shut and black marks all over my face from that blood draining down, I just looked like somebody that evoke immediate, compassionate sympathy. People went, "God Almighty, that guy is really a mess." And of course I didn't feel bad at all except that any time I lowered my head and my torso enough to raise my blood pressure... I didn't do that very much or very long because it was very painful, because these nerves began to come back to life and I had some pretty bad headaches. In fact, at night I couldn't sleep lying down. I had to sleep sitting up. I was in pain. It was just throbbing pain. And that went on for a couple of weeks.

But other than that I was fine. I was back to...

Q: Back to flying status?

A: Well, I didn't go back to flying for a while, until my head settled down enough to wear a helmet and my eyes opened up, which they were already starting to do there.

Q: Was that the end of your balloon flying career?

A: Yeah. We didn't... I think that incident didn't have anything to do with it, but the budget crunch got us, and we wound up with just enough money for Joe to make a couple of flights, and so since he was the senior officer of the three of us and had the most experience he elected to go ahead and do both of those High Dive jumps.

Q: Actually, three of them.

A: Or three. I don't remember. I remember two of them. And I don't think the Stargazer ever got off the ground.

Q: Yeah. It did.

A: Did it?



Q: It did.

A: He flew that.

Q: Kittinger, with Dr. White, from the China Lake Naval Research [Center].

A: And I just didn't... Because it wasn't too long after that that I think I was gone to Purdue then.

Q: Right. The final questions for you.

While you were there at the Air Med Lab, during the mid-50's, did you ever hear people discussing or talking -- late 50's -- discussing any of this UFO business?

A: No, I don't remember any of it ever being discussed. I know that all through the 50's, though, there were occasionally....

Q: During your tour at Air Med Laboratory in the late 50's, did you ever see anything kept in a cold storage or frozen that anyone would consider to be something from outer space, some space alien?

A: No. Never. Never, to my knowledge of anything of that nature at all.

(Inaudible)...for me the research work that was carried on was just...

Not at the Air Med Lab. I never heard anybody talk about anything like that. In fact, when you brought that up as part of this investigation, it was the first time I'd ever heard that.

Q: This is also the first time anybody has spoken to you about you possibly being involved in this Roswell Incident?

A: Yeah. I was totally surprised by that. I just hadn't gotten any idea that anything like that could have been associated with the work we were doing.



Q: Okay. Do you have anything to add? That will probably kind of wrap it up.

A: No. I don't think so. I think between this and the other discussions we've had, that's pretty much it.

(END)