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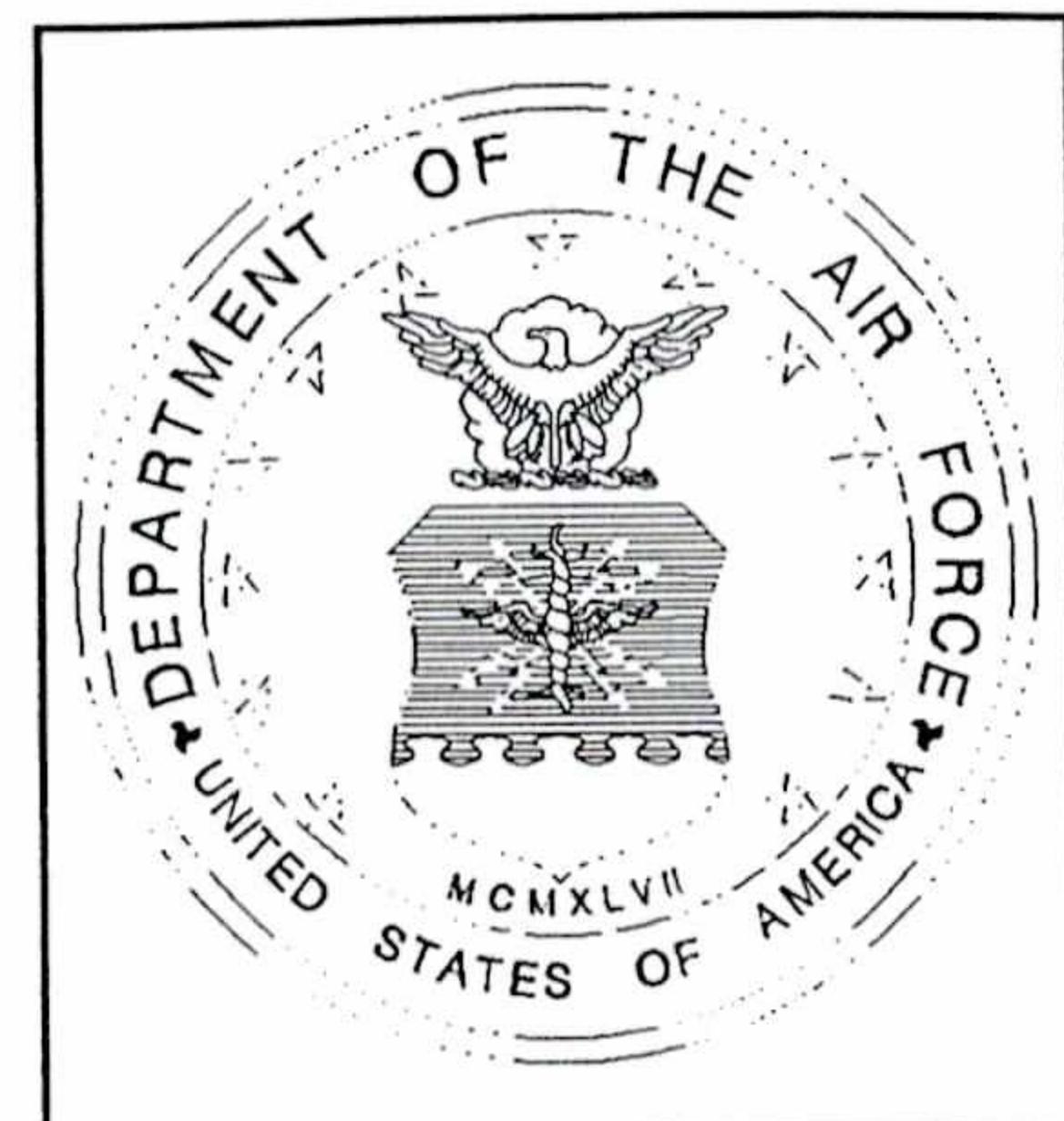
Hinger 6/23



11 SUPS - OL-P
5E115 PENTAGON, WASHINGTON
D.C. 20330

FAX: (703) 697-4455
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To: Marcia Thurmond



FROM: SHIELA HAVILAND
July 7, 1995

SUBJECT: Transcriptions

1. Request the following transcripts be processed for the OL-P,
11 SUPS.

Please process the transcripts with interviews with Col. Dan
Fulqlar, Col. Joeseph W.K. Hinger Jr., and LtCol. Raymond A.
Madson

2. Request the following purchase order number be placed on all
documentation and shipping labels: 95-M-0803 and Call # 015

3. Send invoice and transcripts to the following address:

OL-P, 11SUPS (MS. HAVILAND)
1430 PENTAGON, 5E115
WASHINGTON, DC 20330-1430

Ole Jorgeson
"Roswell Incident"
28 May 1995

Q: We're at the Home of Ole Jorgeson, Master Sergeant, US Air Force, Retired. And we're discussing his involvement in what people are now describing as the "Roswell Incident."

Well, I spoke with you previously and we discussed a situation that came up during your Air Force career that we think people have been misrepresenting to say that there was a flying saucer, an alien body, and things like this.

I'll just outline what we're doing and what we're working on is, last summer we produced a large report for the Secretary of the Air Force that described an event that occurred in 1947 that people believe was a flying saucer type event which we're certain was not, and we have produced a report that proved that.

Subsequent to that, we've come upon new information. It looks like some of these people are describing events not only from 1947 but from throughout the '50s into the '60s and we think even into the '70s, describing a bunch of events, and then saying that they all happened at one particular one or two day period in 1947. We know this isn't true.

One of the incidents that they're using to make this case is an incident that we think you were involved in on a first-hand basis.

So I'll just start out with could you just tell me when you joined the Air Force and what...

A: Okay. I joined the Air Force in June, the 20th of June, 1957 right after I graduated from high school. I went to basic training for 11 weeks. Normal basic training was four weeks but I took a bypass test into electronics and passed it and consequently took the second phase of basic training at Lackland in lieu of, at the tech school where they give you your second half of it, if you will. And after that, I was assigned -- and I was assigned as a ground communication and electronic repairman because I had about four or five years of electronic experience as a young kid and had my radio amateur's license.

My first assignment was at Carswell Air Force Base where I stayed for about six months. That was in '58 until... After I finished with the basic I went straight to Carswell and in '58, then I was sent to Quadulane, Little Rocky, a one by three rock on Quadulane and it was a Navy base.

I was assigned to 1837th or 1987 I believe it was, COM squadron. There were about 150 Air Force guys there. That was during the atomic tests. And stayed there for a year and upon finishing that tour, I was sent straight here to Holloman Air Force Base. I was supposed to report in April, the first part of April, and in fact I gave you a copy of my orders somewhere.

Q: (Affirmative response)

A: And I arrived early. I arrived here about the 20th, 22nd, 23rd of March, something in that neighborhood. And I was assigned to the balloon branch. I was part of the communications section at that time and I was the sixteenth guy in communications, a huge section. And at that time there were 100 and 15 or 25 people, something like that, left in the balloon branch. They had gone down from about 150 down to this, and they were still reducing it. We got down to a level of about 70 or 75 within about a year.

Q: Even though that's the period of time we're interested in, I'd just like you to -- if you could just go on and just tell me some of the other positions that you held throughout your Air Force career?

A: Sure. Well, I came here March of '59 as a young two-striper. I made, at that time it was called Airman 2nd Class, and I made Airman 1st class and staff sergeant in the balloon branch. I left the balloon branch in 1966. I believe it was July of 1966. I can look that up. I'm sure I have the information.

Q: You did quite a while. That's what? Two tours?

A: No, that was one tour.

Q: One tour?

A: And the joke was you had to get discharged -- you had to retire or get discharged or die to get out of there and with Nam coming up, they started moving people around quite a bit. Since I had a hot air (inaudible) that was needed in Nam, I volunteered worldwide and they sent me -- well, originally, they gave me France. Excuse me, they gave me Berlin and I was going to be assigned there.

But due to the fact that I was born in Europe and still had some relatives there, they had assigned me to a sensitive position. They canceled that assignment and said we're going to give you a better one. They sent me to France. And, of course, De Gaulle already had already kicked us out then but I went to

France anyway and finished, and was one of the last ones to get out of France. I spent roughly six -- oh, I left there in December of '66, I guess it was, then went to Germany and I spent the remaining time in Germany until '69.

And I volunteered and asked for a special assignment to get back to the balloon branch because in the balloon branch I had what they called an E prefix and that meant research. And so I used that to get back. At that time it was a special assignment and I did receive orders to come back to the balloon branch. I returned as a tech sergeant in '69.

My assignment in Germany, when I went to Germany, by the way, I was in 2nd Mobile Com Group in charge of heavy transmitters and receivers and so forth and crypto-clearance because we were part of NATO as well.

Q: (Affirmative response)

A: Anyway, when I came back to the balloon branch, for a short while, we had a captain in charge. He left, oh, within six months and then I took over the shop again as a tech sergeant.

Q: And you were in charge of the COM shop?

A: Well, in the COM shop and later, probably in '70, we merged the COM and the instrumentation together. So we became the communication-instrumentation section and -- because we just didn't have enough people to do both.

And shortly after we got -- also we got a captain that came in, Captain Berry, and that was in about '70, maybe '71, something in that neighborhood. And at that time, we really built our section up quite big because we had Project Viking that we got. And I turned out to be the NCOIC of the shop during that time period. I worked closely with Mr. Cowrey and Mr. Lopin. Mr. Lopin has passed away now. But Ralph Cowrey, you may have heard of. Anyway, part of that group. I stayed there until 1973.

Oh, I also did myself and I took one of my young buck sergeants with me. I went up to Chico or signed up at Chico and we launched the largest balloon in -- what's the name of that craft? I forgot the name of the project, Highrise, I think, no, maybe, yes. I guess it was Highrise.

Q: And how large was that balloon?

A: Oh, gosh. It was the largest thing going.

Q: It was like 40 tons...

A: Forty-eight? Something like that I think it was. It went to 160 to 170 thousand feet anyway. And then I went, from there, I went to -- my four years were just about up. And they gave me an assignment to go to Guam to be in charge of scope control down in Guam, and I didn't know what scope control was. But anyway, that was what they called the president's communication system was called.

So I went to scope control school in Keisler for -- oh, gosh. I don't remember how long it was now. Six to eight weeks, something like that. Went to Guam and held a position as NCOIC of scope control and made Master over there and volunteered to come back and fought like the dickens In fact, I wrote the Air Force a letter to get back.

I remember Major Burnett out in the field. I met Burnett. He's still here in town. He was commander of the balloon base at some of this time, not during the time that we're talking about.

Q: Duke was telling me about him.

A: Yes, Major Burnett. He was the commander of Chico, as a captain, then later, of course, here.

Q: And then you came back to the balloon branch?

A: Then I came back to the balloon branch.

Q: So you did you run back for your third tour...

A: That was my third tour, yes.

Q: So what year was that?

A: That was in 1975 and I retired in '77. So I spent about 13 and a half years in the balloon branch.

After I retired I went to work for Raytheon as a field engineer for them. But only for two months then my daughter had some problems. I was going to go overseas with them. I couldn't take her with me so I terminated that job and went to work for Dynalectron as a site chief on the range and worked there for the next five years but my back kept on giving me problems. I wound up in the hospital and everything else. It was just severe muscle spasms, stress, and so forth.

So anyway, I quit work in 1982. In '83, Mr. Ralph Cowley called me and I went out to work for -- they asked New Mexico

State University to pick me up and I redid their control center, transmitter buildings...

Q: At the balloon branch?

A: At the branch as a consultant to them. I actually did the work. First, I wrote up the report what it would take to fix it, to get everything back to working order and I took care of that and after everything was working -- because they couldn't talk to the aircraft, they couldn't command the balloons. They didn't have training program and they still don't. It's really a shame. I think you heard us talking some time ago about that?

Q: (Affirmative response)

A: I worked there on and off for two years. They were running short on funds and that was it basically. So that's -- right now I -- after that I did some consulting work for NASA. I went out to California. We took a scope down off the hill up here, which is part of the old AFGL, by the way, that was under the AFGL, sitting up in the mountain. They would look up and we were put there to look at Russian satellites. They could really see all that stuff. Anyway, that scope had been out of use for a long time and the astronomers out on...

Q: Scott Peak?

A: No, it was out -- I'll get the information. I can't think of the name of the mountain out there, out in California, Redwoods...

Q: Okay.

A: Anyway, we took the scope down here, packed it up, sent it out to a mountain out there and myself and two other guys went out there and they built a new base for it, a new house, a dome and everything for it. And we put the scope all back together and then wired it up so we could make that scope tie in to the computer so the computer could tell it where to look and drive it and so forth and so on.

I worked for them and then I went out there and did some other work for another company out there. There was a small range out there where the mockingbirds are, you know, come back, Capistrano...

Q: Oh yes, yes, yes.

A: ...you know out there in that area. They have a small range out there and we went out there, me and another guy went

out and did some consulting work for them. We put up some towers and they hung lasers on them and so forth and so on.

And then last, a year and a half ago, I guess it was, I went out to the Mississippi -- Missouri river, when they had all that flooding down there and they had all them boats. A lot of those tug boats hauling... They don't know where those boats are at any given time.

They do have HEF which they don't use very much and they do have the cellular phones but they want to know in a given instant where they're at, what cargo they're hauling, where to drop the various barges, where to pick up new ones. So we put a computer in with a transponder over to send them right up to the satellite and they'll come back to the station and they could direct and do all the reporting, morning logs, and tell them where to go and so on.

So that's it. Now, right now, I guess I have a little part-time job down at Foxworth-Galbert. I man the gate down there and that's just 28, 30 hours a week for that. Just to keep me...

Q: Out of trouble?

(Laughter)

A: ...in the public and it doesn't bother my back and I can begin to move around a little bit freely. It let's me take a trip, like I just told you, that we just took. So that's about it.

Q: It seems to me you've got a lot of experience in balloons and stuff.

All right. Well, I guess that brings us to your time at the balloon branch, the first tour.

A: (Affirmative response)

Q: You got there in April of '59...

A: March.

Q: March of '59.

A: (Affirmative response)

Q: And about this time is when Captain Joe Kittinger was conducting, he started in May, to conduct some training missions to train some back-up pilots for his high altitude flights.

A: Stargazer.

Q: Right.

A: That was the Project Stargazer.

Q: (Affirmative response)

A: You bet.

Q: And the particular night in question, according to the records, is the evening of May 20th, 1959 to May 21st, 1959, the morning of the 21st, the night of the 20th, the day of the 21st.

And if you could just tell me what you remember about that particular mission?

A: Yes, I hadn't been in the branch but a couple of months and there had been several other flights, training flights, three or four of the training flights that Captain Kittinger had made with these other people to train them so they could act as back-up on Project Stargazer.

And I was picked to go with a guy who later was my roommate and a good friend, Louis Wacker. He was -- I think he was an Airman 2nd, he may have just made Airman 1st or shortly thereafter he made it. But anyway, I went with him in one of the three-quarter ton ambulances that were the second World War, Korean War vintage type ambulances.

There was no red cross or anything on that, all of them had been painted out. I've given you some photographs of that and they've got -- they had bars across it and on the top of that bar, they -- we had all our antennas mounted. We had our DF on it and so that's what we used.

On all flights, we would have communications guys at the launch site. If it was a launch site here at Holloman, we would still have two guys come on a fly-line but if it was remote, we would still have two guys from COM at the launch and then we would also send the ambulance out. We call it an ambulance, it has nothing to do with an ambulance, but it was an old converted ambulance.

We'd send that out in the field to provide the communications back to Holloman and we had communications between us and the recovery vehicle via VHF communications because they had VHF in the weapons carrier. And we could then also use it between air to ground, both VHF and UHF, to helicopters or spotting planes. At that time, we used C-123s quite a bit. In

fact we had, I think the base had at one time, up to five C-123s just for -- the sole justification was to the balloon branch.

Q: (Affirmative response)

A: Anyway, so that's what we used -- that's why we went along with COM. When that flight was launched in the evening...

Q: Were you at the launch?

A: I was not at the launch, no. They launched it in the evening, where we kept in contact with them. There was visible contact. They would use, like flares every so often, like the ones that the highway patrol would use...

Q: (Affirmative response)

A: ...to hold them down and to do that. We also could talk to them and I can't remember what we gave them, if we gave them a hand-held handy-talkie. In those days it wasn't a little hand-held like you have now, but it was the bigger ones, so we could talk to them on VHF. I can't quite remember that but it seemed like we did but I may be... But I can definitely remember them lighting four or five flares all night.

Q: Okay, you weren't at the launch, so how did you catch up with them?

A: Well, we just took off from here. We knew they were going to launch. They were going to launch here at this launch time and Duke, Mr. Goldenburg would give us the trajectory and we just went where they told us it was going to go and they assured us that we could contact them, keep in touch with them, if we followed the road. And we did and they flew over the road. We could see their flares all along. And once in a while we would stop at a pay phone and call back positioning to Duke or to our control center.

Q: You couldn't call the control center on your VHF?

A: No. Once you're over the mountains, you can't. Now, later on, and that was one thing that they -- you've seen some of these, they have whips on them now...

Q: (Affirmative response)

A: ...we have some troops that didn't -- they were communicators or they were supposed to be communicators, like I told you this guy here and others, but you remember when we had the discussion with Bob Blankenship and so forth...

Q: Yes.

A: ...they just -- what do I have to do? I think at that time we drew nine dollars per diem.

Q: Yes.

A: Which was supposedly big money.

But they wanted to get away from base and go out and do that and they thought that was fun, but seriously, they couldn't ever communicate from once you got on the other side of the hills, in Roswell and all that.

Well, during the time they were flying, we were moving and we could not communicate because all we -- we had whips and they were not very efficient, they were not very good. So when we would stop and so forth...

Then of course later on, not on these flights, but later on, we would stop half-way at -- I'd climb up a tree and put an antenna up and talk back to them. We'd get to Roswell. We'd climb up the tower that had the rotating light...

Q: (Affirmative response)

A: ...and string up a wire and talk back to Roswell, I mean back to Holloman and that's why Bob picked myself and Louis Wacker quite a bit because he knew that if he and I went out, we would get communications for them folks.

So on that morning, on that flight, I know they had been up several times before on other flights. On that flight it was going at night and they were concerned about it but they said we could talk to them and we could see them with their flares. So I think they had -- and I don't know if the picture here depicts it, if they had a...

Q: There's another one here.

A: I'm not sure what that is right there?

Q: Uh-huh.

A: Is that a handy? That's almost like a hand-held handy-talkie or something like that. I'm not positive about that but I think they had something. I know definitely. I'm almost positive that we could talk to them...

Q: (Affirmative response)

A: ...but I can't swear to that. All I know is we followed them all night with their flares and then it started getting daylight. I took some slides. I took about three or four, yes, I took three pictures and you have copies of those.

Q: Getting back to what we were saying is that you took one on the day...

A: I took three photographs on the date of the flight, on the date of the incident.

Q: Okay.

A: I took three photographs of that and it was just beginning to get daylight and Captain Kittinger set down in an open field. We drove right up to him and we discussed -- he was -- I was just a young troop sergeant. I sure didn't have no authority or responsibility basically other than to watch communications and he -- there was myself and Louis Wacker and the recovery team...

Q: So it was...

A: ...two people from the recovery team.

Q: Two COM guys, yourself and Louis Wacker?

A: Yes.

Q: And then two or more recovery people?

A: You bet. And they were in a weapons carrier.

Q: They were in a weapons carrier, okay.

A: We drove up to them. They offered us a cup a coffee from a thermos. We each had a sip or so and he says he's going to make one more ascent and then land and then that would be it for the flight. We said, fine and dandy. And we drove off, away from the balloon, he ascended and it doesn't seem like we had gone ten minutes, if that long, and we had -- we didn't see the balloon any more right over us or something like that, but we heard a bang and that was the scrip exploded.

Q: Yes.

A: Captain Kittinger detonated the scrip so we hurried and drove over to where we thought it was and what we saw -- of course, there was a field there and it was a corn field that had just been recently cut. We drove in there through the gate of

that corn field. I remember there was a gate there. We opened it up and drove on in there. The gondola was laying tipped over, on the side, like that.

Q: Okay.

A: And there was a helmet laying down on the ground and it was all shattered in the front. One of the captains was laying there and he was bruised and there was blood on him. Captain Kittinger, as I recall, had a couple scratches here and there, nothing major.

We asked what happened and Captain Kittinger said that he made a decision to blow the scrip and he showed us, and I can vividly remember him turning around and saying, "See the power lines? I was coming in. I thought I could come in." There were power lines. If I came right behind them, and there was a big row of trees, almost like out in the mid-west or up north, Minnesota and places like that.

Q: Windbreakers?

A: Where you had windbreakers, you know?

Q: Yes.

A: So he said, "I thought I could come in and land but between this poplar in here and I started coming in and when I got into it, I knew I couldn't." I thought he said when he was about 200 feet off the ground, he decided to just blow the scrip, hoping that the chute would catch him. And, of course, the chute didn't catch them and they came down and dumped and hit and the baggage turned over, and it threw them all out and that's when the captain hit his head and luckily he wore his helmet. Because if he hadn't worn the helmet, he would have been dead. I'm convinced of that.

Q: So the helmet saved his life?

A: You bet you, as far as I'm concerned. I don't know. Because I couldn't believe that helmet was cracked like that. Anyway, it was shortly thereafter, I feel relatively positive about this, that we were the first ones on the scene. We were there before any helicopter was there or anybody else was there because we had just talked to them, eight to ten or something like that, and boy, when we didn't see them, we drove over and we knew there was an area there where you could see all the trees. He must be over there so we drove over and there he was in a field, of course. So shortly thereafter, the helicopter set down, it loaded the people up...

Q: Okay.

A: ...and drove them to Walker. We picked up some stuff and we drove it to Walker and I don't -- I just don't know what we went to Walker for. I know we went to Walker and we drove up to the hospital and we sat there for a little bit. I guess it was to maybe find out what the status was and we gave some -- maybe some personal items that had fallen out of the -- or whatever. And I think we used the telephone and we called back to Holloman and we talked to the control center and I sure wish those records were available. I cannot believe we can't -- that they don't have those.

Q: Yes.

A: But anyway, that was the chain of events. We did not -- to my recollection, we helped roll up the chute. We gathered up the thing and we, all four of us, loaded that stuff onto the weapons carrier.

Q: Loaded the gondola and the chute?

A: The gondola, the chute onto the weapons carrier. Now the balloon, I cannot remember what happened to the balloon. It didn't come down right there, of course.

Q: Where about? You said you went over to Walker. How far do you think you were from Walker when this crash happened?

A: Oh, in our vehicle, it doesn't seem like it was more than 15 or 20 minutes. That's my recollection of it but I mean timewise I could be wrong. A lot of things happened and I sure wish I could remember some of them in more detail but at that time it was just another flight and a guy that got in trouble and knew that he had to something and Captain Kittinger made a decision to go the way he did and it was unfortunate that this one guy got hurt a little bit.

Q: So you went over, the gondola was on its side, and they were kind of collecting themselves? One guy was injured?

A: (Affirmative response)

Q: Then you say not too much longer a helicopter came?

A: (Affirmative response)

Q: Similar to a H-21?

A: Yes.

Q: Came down and then they got on board of the helicopter?

A: We got them on board the helicopter and they flew straight to Walker, to the hospital, I guess, to wherever. They landed him on the pad there or what have you but that's what happened. All I know is we went over -- maybe we got there -- we actually arrived to Walker a couple of hours later. Something like that. An hour and a half, two hours later, we actually arrived at Walker. This was after we policed and got the gondola loaded in the weapons carrier, the parachute rolled up and loaded in there, the weapons carrier And the balloon, I'm sure we had to pick that up. I don't remember picking it up.

Q: Okay. Do you remember now when you got to Walker, do you remember where you parked the ambulance?

A: No.

Q: You say you went to the hospital?

A: No, I sure don't. It seemed to me -- now both of us, the weapons carrier -- yes, I'm trying to think of that and it seemed to me that both of us drove on over there and parked by the -- there was a sidewalk. I think there was a ramp. And there was parking over there and I think we just parked right here, the two of us, parked right there.

We did whatever we did and it didn't -- we did nothing that really impressed me as to what we did, that was outstanding. And like I said I'd only been in the balloon branch two months at that time, so I don't know what was going on other than the fact that, you know, that the one pilot got hurt. It seems that, and I wish I could remember the recovery people, but they, I think they talked to Captain Kittinger.

(END OF SIDE)

A: ...on that day, sure.

Q: What can you tell me, you have that photograph and actually you have one more which shows the back of the ambulance. In fact it shows you sitting in it. What do you remember about the setting up or how that got converted?

A: Okay, well they had these ambulances made in some form or fashion before I got there. The only problem is that, like I said, they had a bunch of people who -- out of 16, the section had 16 people in it and the level of expertise was not very deep. Consequently, guys would go out there, unfortunately, and string anything up and would throw a tire jack out in the field, take

from the side -- on back of the HF you would probably see there that there was a hole that went through there and you could run your RF out and they would tie the one on to the jack and try to communicate and half of the time they couldn't communicate and then we added a command unit.

Anyway, what happened was that these things were not very reliable and so Louis Wacker and myself, we took and we fixed the first one and then we fixed two more like it. We had a total of three. And at that time the call sign was sea deep.

Q: What was it?

A: Sea, yes, S-E-A, D-E-E-P, sea deep. Yes.

Q: For the ambulance?

A: Well, not only for the ambulance, also for this here. This here happens to be an instrumentation truck.

Q: Okay. Yes, a big picture of that.

A: But later we had -- it might be in here.

Q: He told me it was here.

A: Yes. Now this here is our COM, yes. And now there we had, of course, UHF and other -- here we had to big VC-610 transmitters in there. We had R-390 receivers. We had command units. The whole nine -- that was basically when we went to a launch site, like Truth or Consequences or Roswell, or wherever we went remote, to launch, we would take this van. And we would have poles that we would lug too, TV poles we could extend out, you know, about 30 feet and we'd hang the di-pole antennas between them and all that.

We put roughly 500 watts into those things and we would talk back to the base for all our communications, how much heat they would get pre-lift and all that kind of stuff. That was all done here. So we never or seldom took an ambulance to the launch site. We might at Holloman because there we didn't need the power. We were sitting right underneath the runway out here and we're talking right back to the building.

Q: Sure.

A: Okay? But in the field of recovery, wherever we went, we took these ambulances. Now that went out though in 1960... Well what is this date on this picture?

Q: I think that's '59, no, '60. It's hard to read.

A: Sixty.

Q: Sixty.

A: Anyway, the ambulance came about when I got there they had three of these ambulances and they had one COM van like this and they had one instrumentation van like that. And in the COM van that was there, Louis Wacker and myself, we started re-wiring these things and cabled them and laced them up and everything else and still it's not near as -- well, as you can see, we ran the cabling up and taped it and all along here. Before, it was just a wire maze. It really was. And they, you know, they just couldn't talk anywhere. And we took these things all over Arizona, all over New Mexico, all over Texas. And it had HF in it so we could talk back to base on HF, which we did. We could command the balloon on HF, which we did.

We had a command control unit to actually control the balloon. We had a UHF set. We had VHF and we had what they call an NR-6 which was a direction finder which was the same thing the aircraft used. In fact, it was an aircraft unit that was put in there for a DF set. So we made those things. They were there when I came there, they were just not in the shape they were in later.

Q: So a standard ambulance that was being used for transporting patients and things, it would look basically the same but it wouldn't have, obviously, it wouldn't have all the electronic gear?

A: Not with all that gear in it. That's exactly right.

Q: It would just have two plain areas for laying patients...

A: You bet.

Q: ...two on each side.

A: (Affirmative response)

Q: Like a bunk bed arrangement?

A: Yes, you bet.

Q: So if you looked in the back of the ambulance, you'd see two bunk beds? You wouldn't see, other than your specialized converted ambulance, you wouldn't see all that electronic gear?

A: It wouldn't have anything like that. It would be a standard, every day, World War II, Korean ambulance. That's right.

Q: Now one of the things, this particular person who claims to have seen an ambulance at the Walker Hospital, he talks about these two, I don't know what better way to call them, panels. These two panels here?

A: Yes?

Q: He described them as being blue, some kind of blue canoe. So we can see by this picture that these were painted Air Force blue and they appear to be in that picture too. And, of course, there's writing across here.

Did you have any other writing back there? Someone describes there being some kind of foreign writing.

A: No.

Q: Yes, that's...

A: Periodically, you might hang a piece of tape up there and write -- make a note or something on there but there was no -- no, that's standard. That's the way it was.

Q: These are blue ambulances and so I assume that the lettering was yellow? It looks like from the picture...

A: Yes.

Q: ...you can tell that the lettering was yellow. Let's see. You had electronic gear in the back and you had whip antennas on it and you can see from the one picture that you guys spray painted or painted over where the red cross was.

A: I guess the motor pool did that. We didn't. We sure didn't. But I know we had the motor pool paint these things blue and they put all new writing on there and the whole top of the van was yellow, the ambulance was yellow, it had a special rack on top of it for all the antennas.

And then it had a big number on the roof that the aircraft -- so when we were out on recovery, they could tell what vehicle we were. And also the weapons carrier that we went along with that actually was the recovery people, the top of their vehicle was painted yellow also and they had a number on there so they could -- the aircraft could always see who was in the field.

Q: So getting back to the Walker Hospital there. There have been charges that a redheaded captain made some disrespectful comments to civilians. Did you have any knowledge, did you see a redheaded captain being disrespectful to anyone while you were there?

A: No. There was a redheaded captain on the flight all right. That was Captain Kittinger and...

Q: Was his hair like brownish-red or was it bright red or...

A: Brownish-red I would say and pretty thick.

Q: Definitely red?

A: Yes, definitely red. But I never saw him make any kind -- even after the flight, he was calm, cool, and collected. He told us why he had crashed. I mean he made the choice, from what he told us, and we turned around and saw it, verified everything he'd said, and, boom, that was it. You know. He was sure not upset in there.

He might have been personally upset that the other captain got hurt but that's, you know, that comes with the territory of the job, I guess. You know? But, no, I never saw any commotion at the hospital or anything else. And like I mentioned to you earlier, this is 1947, that they are saying, Captain Kittinger wasn't even in the service in 1947, and this is '59.

Q: That's right. He was still in high school, I think.

A: Somebody has got their wires crossed on this thing.

Q: While you were there at the hospital, I assume you didn't, but I'll just ask you, did you have any contact with any nurses or see any nurses?

A: No, we waited outside, didn't even go inside.

Q: Did you see...

A: I did not.

Q: Did you see any other ambulances there?

A: No.

Q: Okay. Did you see anything that looked like a hearse?

A: No.

Q: Okay. Did you see anybody that would have looked like they were a mortician, a civilian?

A: I didn't see anything. I didn't pay it any attention. We sat out there. We parked our vehicle and I think we were by the ramp, sidewalk area there. And part of the time we were over by our vehicle and I didn't see anything. I think Captain Kittinger came out one time and said something to one of the guys in recovery or one of the people. It might have been to the chopper pilot or one of our people but I just can't remember that. And after we had done whatever we went there to do, whether it was to give them something they had left behind, or tell them everything was cleaned up, and make our phone call back to Holloman, saying that the site is secured and we're ready to come back. That's basically all that we did there. I didn't see anything.

Q: So you guys got back on your converted ambulance...

A: And drove home.

Q: ...and then... Okay.

A: That was it. That was the end of the flight. And I wished that -- if this was going to be like this, I sure wish I had taken a lot more pictures of it.

Q: Well, it's great that you took those that you did.

A: And wrote a lot of numbers...

Q: That's great that you took the ones that you did.

Now getting into another area, since you were there in the balloon branch after this incident, did you have occasion to go on recoveries of various payloads?

A: Many.

Q: Many recoveries?

A: Many.

Q: Okay. Let me ask you just a few questions about that.

A: Probably a hundred.

Q: Okay, okay. On your various tours?

A: We normally launched, in those days, about a hundred flights a year. Roughly, you know, anywhere from 90 to 100 and in later years, of course, as we got down to 35 or 40 people, that number became, in '66, about 70 or 75 flights, worked a lot of long -- yes, I went on a lot of recoveries.

Q: So when you went to work, would it be similar to the way you said this mission went? Would they send you out in the field and say, okay, there's going to be a balloon coming over and would they help you to get to recover it?

A: Yes. The normal procedure, we have several kinds of recoveries, but the normal procedure for recovery is, if we launch from Holloman, then we would, depending on how strong the winds were, how long the flight was going to be, and Mr. Goldenburg and his meteorology people would tell us that, if we knew we were going to launch, that this time it was definitely going to come from here to Hobbs, for instance, we would send recovery, or we, later on it was a we, but then, back then, it was they would send recovery and maybe to either Artesia or Roswell and wait there. You would then...

Q: Where would you wait?

A: At the Roswell Airport, Artesia Airport, at the armory, by a cafe where we'd have coffee or something like that. We'd call back, anywhere.

Later on, we were definitely where we could -- these guys had gotten so dependent of going and picking up AT&T to phone and call them back. Well, when we started proving to them that we could communicate from these ambulances, converted ambulances, I should say, then we would just -- wherever we found a good spot, we would tell recovery, "Hey, we're going to stop at the airport in Artesia, we're going to stop there."

We could go in and have a cup -- well, we knew all them people then. See, we had been coming over so regular, going to shoot the bull with them, have a cup of coffee, we'd set up the antennas, climb up the tower, where the rotating beacon is and we'd call back at control because the control center would be manned, naturally, back then. They would be controlling the balloon.

We would then have a radio check and go. So that's one way we could do it in. And then we would say, "Okay, we see the balloon coming up now." Recovery would have their theodolite set up and they would be giving us, the COM people, the readings of the theodolite. We would give the readings to control over our HF radio.

Q: Okay, that's that.

A: Okay? Now it's over us so far, so we would get into position. If we're at Artesia and we see it coming up over the mountains there, we would give it to them. Then we'd give them to them maybe 100 miles out to the east and we'd button everything up and we'd get in our vehicle and we'd drive to Hobbs or Midland or wherever it was going to be, it was going to be.

Meanwhile, there would also be a chase plane overhead and we would be talking to the chase plane. And we would, of course, have our DF set on so when we were in motion, we could still get a DF reading on it if we lost sight of the balloon, visually.

Then we could -- or we could always ask the aircraft, "Do you have a visual on the balloon?"

"Yes, we have it."

"Okay."

So that's how we did it. That day and many other days though, the winds aloft were not very strong because the balloon didn't go probably over eight to ten thousand feet, if that high. Because it was strictly low level -- it was to train the pilots how to take off and land and how to use the valve and how to dump the ballast and all of that. That's what part of the whole training was for. So they didn't go very high. Consequently, there was not a whole lot of wind so we had no trouble taking off when they launched, keeping up with them on the ground, and watching them light their flares and all that stuff. So that was it.

Q: So on some of these scientific payloads that they were launching, did you have occasion to go into the area near Roswell for recovery?

A: Sure.

Q: Like would you say regularly or...

A: Well, we launched -- yes, we stayed -- we'd go to the armory and stay there and take a shower there a lot of times when we were out on recovery. They would say, "Okay, we're going to have a flight and we want you to stay half-way in, okay?" We would pick Roswell or we would pick Artesia or something like that and we would stay there, get a motel, or if we didn't have time for that, we would then just hang around -- we'd put our antenna up and talk back to them at the armory. I know many times when they hoisted their flag, they hoisted our antenna with

it. We'd talk back and then use their armory and take a shower and what have you. So we did that many, many times, all over Texas, all over in New Mexico, all over Arizona. I've been in these vans right here.

Now, about '63, '64, we didn't know -- maybe '65, we stopped using these ambulances. We used those big COM vans then but not even these. Remember the white ones I showed you with the...

Q: Yes.

A: We used those. But then we knew they were going to launch from here and, boy, they would be going all the way to maybe Tex-Arkana or Georgia or something like that. We would place someone outside Fort Worth and Tex-Arkana, close enough so we could use the Fort Worth-Dallas Airports because they were real touchy about the balloon flying in their airspace. And we could command from there and then we'd have another one down in Marietta, Georgia, likewise we'd have them in Tuscan, we'd have them at Yuma and so we, you know, we'd been all over that way.

Q: So if you're standing by, let's just say, it's a balloon that's going to go over into the east of the Sacramento mountains or whatever...

A: (Affirmative response)

Q: ...so you're standing by, waiting, and then the balloon comes and then the tracking aircraft give you some instructions -- like how long would the payload come down by parachute and then the balloon would come down on its own?

A: (Affirmative response)

Q: So how long would it take you from the time it hit the ground until you guys got there to start working with it?

A: You know, it all depends on how far away you are and how much -- if it's out in the middle of the boonies. The aircraft never told us what to do other than when, if we wanted to relay some information back and forth or control couldn't get a hold of us, they could get a hold of the aircraft and the aircraft would relay it to us. Okay?

But once we terminated, we would either tell the aircraft, or if they couldn't copy control, because they had the same links in the aircraft, they had HF, VH and all that stuff in the aircraft so they shouldn't have been tuned to the same thing. But we would tell them, okay, ten minutes to cut down. If the

balloon was at 70, 80, 90, 100 thousand feet, cut, because the balloon flies skyward.

Well, when you go into command sequence, you terminate. It takes about a minute and a half, you go through -- this is in the later years, not in the early years back then, but once you terminate, you hit the command, terminate, and you don't just blow right then. You start the valve opening, if you haven't done it already first. And it takes about 18, 20 seconds for the valve to open and then you can drop ballast, you can turn cameras. You can do a lot of things that would be tied in with the command, termination.

Anyway, once you terminate, of course you blow the scrip between the bottom of the balloon to the top of the parachute. The balloon flies off somewhere and it's got rip handles in both sides of the balloons, two little rip handles with strings inside the balloon. The other panel comes through the bottom of the balloon and then it's tied on to our chute.

So now when you fire that cannon -- actually there's two scrips up there, then you pull the load away from it and it pulls that string, it's supposed to rip those panels. The valve is already opened but it still shoots skyward and then, of course, it slowly tumbles and it comes down. And it's going to be the parachute coming down, naturally, in most times.

Q: So how would it look when it started coming down? Would you just see this thing falling out of the sky?

A: You'd just see a big thing falling out of the sky.

Q: It would be like, what? White?

A: Yes, it's whitish because that's...

Q: And it's in free fall?

A: It's in free fall, period.

Q: And these balloons were -- some of them were up to millions, as you said...

A: Yes.

Q: ...millions of cubic feet.

A: Yes, but that's why you didn't cut just anywhere. You picture where you cut. Number one, we didn't want to cut over some water or something so we couldn't get to the package. We

wouldn't want to cut it -- in fact, we couldn't fly over town here. We had to fly, you know, south of town.

Q: So then would you try to cut it near a road for it to be easier for you guys to get in?

A: Sure. Duke would say, okay, we know where the balloon is at now, because we would have it on the radar plotting board up there in the control center, if we had radar on it, depending on how far away it was, or we would take the triangular positions from our DFs that we told you about. And, okay, the balloon was here and know the altitude and Duke would say I know the jet stream here, here, and he would know all the wind falls. He would take it there, a composite of it every ten, maybe ten or 15 thousand, five, ten, 15, you know, like that of what the wind layout was and directions. So he would figure out the chute drift, okay?

Q: (Affirmative response)

A: So, okay, we know we're here and the balloon is going to drift 20 miles to the south, south-east from here. Okay? Hey, recovery is going to be here, guys. Head for that area.

Q: So you had two places, you had to pick up your payload and you had to pick up your balloon?

A: That's a fact. That's why I said I think it took longer for us to get to the hospital. And I cannot remember going out, specifically on that flight, and picking that balloon up. I just can't remember. I've been on so many of them but I don't recall the balloon laying right there in that field. It could have, I just don't remember it because it was only 200 feet up but still when you cut it, that balloon is going to go.

Q: Sure.

A: But, you know, did it land the next field over? I can't remember that.

Q: Now, when you would get to the recovery site for the balloon or for the payload, would there sometimes be maybe a civilian there, a rancher who maybe saw it and was coming over to see what the heck it was?

A: Sure. You bet you. We always told them.

Q: And you would tell them.

A: If they wanted the balloon, we'd give them the balloon.

Q: Okay.

A: That way we didn't have to haul it back.

Q: So would they be surprised? Would they be just wondering what the heck it is?

A: Yes, and we said if there's any damage to your property, we would give them a telephone number and they could call Holloman Air Force Base and talk to the appropriate people and they would make sure they would get somebody over there to look at the damage and compensate them for it.

Q: In the project you were working with, was there ever any reason to like have armed guards or...

A: Well, yes, there was a couple where we had guards. As a matter of fact it was on Captain Kittinger's flights. But they were because that was to keep all of the public and all the media away from it.

Q: I've seen it in a movie.

A: Okay.

Q: Yes.

A: Now we had that down at Tularosa when we launched one time from down there because there might have been an AP or two or three out there.

That was just to keep people away a distance so they wouldn't get entangled in our balloons, in our instrumentation and all our communications and all that stuff. We flew many secret missions or highly classified missions out there and we never had any -- I don't remember any guards on that.

Q: Coming on recoveries?

A: No, never. I don't ever remember any on recovery.

Q: When something came down in somebody's field, did you ever have the payload and not the parachute malfunction? You know, the payload hit the ground hard.

A: Well, yes, but they had to have a -- because one time, you know, one came down in a guy's front yard, hit part of the roof, and that was in Roswell -- no, not Roswell, excuse me, the Fort Worth, Dallas area and everybody in the whole neighborhood

came in and the next thing they came out with bottles of champagne, they made a big party of it.

Q: Now that was a secret mission, wasn't it?

A: I think so. It was part of a NASA type thing. Oh, you've heard about that one?

Q: Yes, yes. Duke Goldenburg told me.

A: Oh, okay. I remember that basically but that was over around the Fort Worth, Dallas area.

Q: He seemed to remember armed guards on that one. He said that it was a touchy project and they collected...

A: I don't know. It may have been just to keep the people there from taking anything. I don't know. It could have been. I have no idea.

Q: So when you went out on these recoveries either near Roswell or anywhere, did you have orders to collect up as much of the material as possible? Was that an instruction?

A: Oh, sure. The instructions were that, you know, hey, here's our gondola and here's the balloon and the chute, get all of it and come back.

Q: So you would kind of maybe if necessary...

(Telephone rings)

A: She's going to get it in there.

Q: Okay. The guys would fan out maybe and pick up this stuff, like, you know, go out there and go out around a field and pick it up?

A: Heck, normally there would only be four people.

Q: And you were all...

A: Normally there would only be four people.

Q: And you were all wearing...

A: All wearing our fatigues and we're all driving out to payload with the loaders -- yes, here it is. We'd disconnect and the COM guys who normally went on recovery like that were

basically through communicating now other than with the airplane.

We were not talking back to the base any more per se. We'd turn up the gain on our radio, leave the door open in our vehicle. We'd be out there helping to roll up the chute, the antennas and manhandling the various gondolas into the little weapons carrier bed and tying it all down. And when we're all tied down, we'd look around, we'd clean up the area to make sure that we didn't destroy anything or leave any trash or junk for the, you know, around. And then we'd tell the aircraft, "Okay, we're done with it, direct us now to the balloon," and they would direct us then to the balloon and we'd go pick up the balloon.

And if there was a farmer around that came over, "Would you like the balloon to cover your hay?" Or something like that. If he wanted it, we gave it. If not, there are a lot of times, we would just dig a big ravine -- if there was a ravine there or something like that, we would dig down and throw the balloon in and cover it up and go. But that was not too often. We would do that but we wouldn't want to leave it around so the cows could start eating it and get sick and all that.

Q: That's what Duke said.

A: Because that did happen. I think somebody claimed that once or twice. But that was basically it.

On recovery, the sole purpose was to not leave junk all over the desert, whatever we flew, normally stayed all there together and that was it.

We launched one, one time, the (inaudible) that I told you about. He and I, we launched a balloon from here -- it was over -- somewhere over in here and we, he and I, flew in a 123 and we tried to get recovery in that night. They had their spotlights and all that and we could not get them to the right ravine. There were a lot of ravines there and they couldn't get to it.

So we came back and we got back to Holloman about midnight and we both got back and they said, "Ole?" I was on status at the time, I got up, okay, I guess I got to bed about two, something like that after we went up to the control center and briefed them and all that. And then we came back and they called me up at 5:30. I was at the flight ops at six and we told them -- they went out there -- I flew right to the package there. I was the only observer on board. It was a helicopter. Well, we can't stay here. We're just dropping you off here to look around a little bit.

I said but wait a minute, you've got a guide recovery in here. That's the sole purpose of this. Well, we ain't got time. So I says, then drop me off right at the package. Now they dropped me off at the package. There was a farmhouse down, oh, maybe a mile. I could see the farmhouse. And I told the pilots, when you fly back, fly back over this road because recovery is going to be on this road. And I said listen to them on this frequency and tell them to go down to this farmhouse and then come over and I'll talk to them on my hand-held. And that's what they did and we got right to it.

In fact, the two farmers came up there while I was just standing there and I started rolling up the parachutes and getting everything squared away, shutting the packages off, because it was still running.

You could hear the motors scratch and all that running and here comes this pickup. I opened up the fence. I see him pick up something and, wham. I didn't think nothing more about it. And he killed this old rattlesnake, man. I'd been messing with the parachute, they could have been crawling under there all night, you know.

(Laughter)

And here they just hung it over a fence post. It must have been two and half or three feet on either side of that fence post. I was on my way out.

Q: Do you remember making recoveries, you talked about some near Roswell, in the area of Roswell. Do you remember making any over on the west side there up near Truth or Consequences?

A: That's over here. TOC is over here.

Q: (Affirmative response)

A: Yes, we made many over in TOC.

Q: How about up north of TOC?

A: We had...

Q: Do you remember going up near Magdalena or any of that area?

A: Not a whole lot. We launched from north. We launched way up, down here by Tularosa and Sequoia up in that area. We launched some balloons from there.

Q: You had a lot of launch, remote launch sites...

A: Yes.

Q: ...because some of those targets, you guys were...

A: It would fall over...

Q: ...out on the range. Yes, you had launched all up around the Tularosa basin up there?

A: You bet. Especially on base, we would -- what they call a pole lion road out here. Maybe Duke told you those stories? They would tell launch crews to go down, go out there and get -- oh, hang on. No, go drive down that road 20 miles and set up and launch another one.

They were basically small balloons though, it wouldn't take a whole lot of work to launch them and in those days the instrumentation was not very sophisticated and basically they had -- you could open a valve and you could terminate it and not a whole lot more. But that was in those days.

Q: Another mission I want to ask you about was the Viking mission?

A: You bet. I...

Q: Were you on those?

A: (Affirmative response)

Q: That was in the summer? When was that?

A: In 1972. I was in charge of the communication/instrumentation section and I launched three of the four flights. I was at the site at Roswell.

Q: So they launched from Roswell.

A: You bet. At the airport.

Q: At the Roswell Industrial Air Center?

A: You bet.

Q: Which was Roswell Army Air Field?

A: Yes, I guess.

Q: Walker Air Force Base many years ago?

A: Yes.

Q: Okay. You were in the COM? You were the COM...

A: No, at that time there was instrumentation and communications.

Q: Okay.

A: So I was in charge of the instrumentation and I had -- it was all one shop now and I had dedicated two people to it. We had one of those big, white vans that I showed you. And I personally headed up the whole thing, instrumentation and communications and I would just have people out there. But it was actually very hands-on. It wasn't just walking around.

Q: You loaned me some slides of some of that, of the Viking Program?

A: You bet. In fact, I'm in one or two of those.

Q: Those were pretty odd looking vehicles?

A: Some people could say that looks like a flying saucer and I wouldn't be surprised if they took 1947 and started using...

(END OF SIDE)

Q: You said you were based -- that the balloon launches of the probe took place at the Roswell Industrial Air Center which was...

A: You bet.

Q: ...Walker Air Force Base and Roswell Army Air Field?

A: Right.

Q: Do you remember when you went there, did you go TDY there?

A: Yes.

Q: Or did you come home every night?

A: No, no. We basically took our whole instrumentation shop and we took and made a lab over at the airport.

Q: You did? Do you remember, like, were you in a hangar building or...

A: We were in one of the buildings that had a big hangar attached on to it, yes.

Q: Okay. So you...

A: We were there and NASA was there. We shared that hangar.

Q: What did they do with the -- you shared the hanger?

A: Yes. Remember I told you we had a big COM van? That was parked out front in a big roped off area and that's where we had the communication van set up with all our antennas strung up and everything else. But then we had a complete room, a huge room, I guess it was about the size of this whole area, with actual tables all around and we did our instrumentation, built up, we charged all the batteries for the flight, everything in that room. So we took part of our shop and physically moved what we needed to set up another shop there for the duration.

Q: So how many guys? As far as the Air Force people go, was it just people from the balloon branch?

A: You bet.

Q: How many guys would you say?

A: That would vary. I had four from Holloman, four instrumentation people. There was normally -- yes, there would be -- I had it set up, in fact, I ran into a little bit of a hassle and think you maybe remember. Well, I won't put that on the tape...

(Laughter)

...but anyway that's another thing...

Q: So over in Roswell when you guys were TDY over there that summer there in 1972, how many military, would you say, were participating? You said you had four from...

A: Yes, but one of those four was a civilian but he was the only civilian in our shop, so TS-9...

Q: So then were there some other, like, the launch?

A: Then we had the whole launch crew, of course, and there were probably, oh, 20, maybe 20 people.

Q: Do you remember where NASA stored? What did they do with the equipment? Do you remember the actual, they call it the aeroshell?

A: Yes.

Q: Do you remember it coming in?

A: Yes, it was in a hangar.

Q: How did they bring it in? Did they bring it in on a truck or...

A: Gosh, I never did see that. I don't know.

Q: Now where did they store it, like when they were preparing it for flight and...

A: I had some -- wasn't that in these? Yes, in these shots that I showed you that I had here. Okay, here's a frame right there. That's the frame that they -- that was inside the hangar. That shot is inside the hangar and that's a big frame that they hung the gondola on. And then we would open up the big double doors and we would have the crane and all.

Did you see a movie on that? Because that movie showed it. It showed the hangar. It showed the big crane. Did you see the picture in there hanging on the wall?

Q: Yes.

A: And with that big crane? We would just have that outside. We'd just pull it all out and set it there. And they had a big white van right next to that. We launched pretty close to...

Q: Getting a vehicle ready for flight, they...

A: That was all done in the hangar. And it was sitting in the hangar until the day we launched it.

Q: Okay. Was there any security around for that, that you can remember?

A: Yes, but I think it was our people that pulled security. Gosh, I think it was the launch crew people that pulled security.

Q: Were they armed?

A: No. We never had any arms, never had any arms. At least I have never seen any arms in all the years I've been there. I never had any of our people had arms.

Q: Okay.

A: You know, I don't recall NASA having an special security force. They may but I sure don't remember it.

Q: Well, that's about all I have I think.

A: The one that could answer that question would be a guy named Waters, Tech Sergeant Waters. He is the one that headed -- and he's retired. He retired as a master. And he drives a truck now. As a matter of fact he stopped by and saw me three or four or five years ago here.

He was actually working for me but they used him as a launch crew chief. And he is the one that had all the people on the launch crew working for him. I would even send -- I would supply four out of my shop for the actual instrumentation. I would have people back in our lab still calibrating all the various things in there, you know, altitude chambers or building up special things that were needed over there and we would build it and put the whole package together over there.

Q: Would civilians come out to watch the launch?

A: I had my wife right there on the line and they finally told me that -- my wife and kids on the line and they'd say, don't do it, but they were right there. But there were people that could drive off the site and sit and watch them because my wife did drive...

Q: This wasn't classified?

A: No.

Q: This was out in the open?

A: Yes.

Q: All right. Well, I think that's about all I have.

A: Now that last one flew over the city because it rained on that last flight and it was cold and they thought ice had gotten in the valves and so we had some problems with it but we did make a fourth flight but they didn't -- we babied that and

took her all the way over to Holloman and they did get some good data but it wasn't near as good as the first...

Q: Did you have any involvement in recovery over at...

A: No, I was not involved at all because the first time I was in the control center. The first time I was a controller in the control center and the next three flights, I was in charge of the communications or instrumentation or whatever. And then we'd had -- I guess Bob and three or four more people plus NASA people were on the recovery team on that.

There were special flights that some contractors went with them on recovery to make sure that they got inside to disassemble the package. They'd go inside, turn the chart recorders off or tape recorders off or turn some various instruments off.

Normally, normally, all that would be done by Bob. They would bring Bob down in or (inaudible) in a 850 and -- when the package was ready to launch or the day before, something like that.

So okay, when you get on recovery and it's on the ground, we want you to turn this, this, this, and this and they would hang some streamers on it to remember or he'd write it down, almost like an aircraft type with the red flags on it to make sure he'd turn them off. But then there were some flights, definitely, that the contractors went out with them on recovery and we definitely had a couple that I recall on the recovery. But that was all recovery on the range so there was no problem and there were no people involved there, civilians, that is.

Q: Okay. Well, unless you have something else to add, I think that will do it.

A: No, I sure don't. I saw it on TV here the other day and -- about this UFO and they stressed '47 or '49 "Roswell Incident," you know. If there are flying saucers, I know it wasn't on this date that I was out there and I know that for sure.

Q: Yes, we do too.

A: But other than that, I just wish I could remember more.

Q: I think you remember plenty.

(END)