

HAWK TALES

By
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INTRODUCTION

This article is presented primarily as a supplement to the book by Robert Collins and Richard Doty entitled *Exempt from Disclosure* (2005; Robert Collins and Richard Doty; available from www.ufoconspiracy.com). However, those who do not intend to read the book will also find this information at least interesting, perhaps even astounding (assuming it is true!). What is presented here is essentially a much more detailed history of the beginning of the investigation that Collins and Doty have written. Their book goes far beyond what is presented here, so anyone reading this paper should read the book also to get the “*rest of the story.*”

The information presented in this article can be considered to be a prologue to the history of Collins’ investigation as presented in the book. References in the book to the information contained here take up no more than a few sentences on pages 6 or 7 where Collins summarizes his initial involvement with UFO investigation. This article presents a book’s worth of information that was left out of the book, information that provides a historical foundation for Collins’ investigation. It also establishes the consistency between what Collins was told back in 1985 – 1986 and what he has written in the book.

The story told herein indicates that there has been a government “cover-up” of a very covert UFO investigation program. Furthermore, this article presents, for the first time, my discovery (nearly twenty years ago!) of what appears to have been a link between the top secret government investigation herein called the “real Project Blue Book” and the supposedly/ostensibly independent study done at the University of Colorado (1967 – 68) which resulted in the “*Scientific Study of Unidentified Flying Objects*” (the “Condon Report”; D.S. Gilmour, Ed., Air Force Office of Scientific Research contract F44620-67-C-0035; 1968; Bantam Books, 1969) (If the information presented below is true, the “real Project Blue Book” was/is a special Air Force group with special access to information about UFOs that was/is not known to the general public.)

Exempt.... provides new information from numerous *named* sources that were formerly in official government positions. One of the main sources of information was a former Lt. Col. of the Air Force is herein referred to by his “aviary” code name, “Hawk” (as explained in the book, pg 8). Hawk retired from the Foreign Technology division (FTD) at Wright Patterson Air Force Base (WPAFB) in 1979, about 4 years before Collins started working there. Collins learned about Hawk’s interest in the UFO subject

from a mutual acquaintance. Subsequently, Hawk provided valuable information to Collins' research activities in the latter half of the 1980's. Because Collins first became interested in the UFO subject in 1985, he refers to his investigation of UFOs and government activities as lasting (almost) "twenty years."

Although I can't confirm most of what Hawk has said, I can confirm that he said the same sort of things back in the middle eighties as he said in the 90's and so on. I know because I became involved at the beginning and was one of the first to interview him. In this paper I present what he told me in late 1985 and early 1986. I was not involved in, nor even aware of, any of the investigative activities described in *Exempt* which occurred after the early spring of 1986.

What is presented here must be understood in terms of the context of the times, i.e., in the context of what we knew "back then," not what we know now. In late 1985 the investigation of government "withholding" of information (none dare call it "cover-up") about a crashed UFO or AFC (alien flying craft) was still "young." (Note: Only SOME "UFOs" are AFC's.) This was only 5 years after the first Roswell book – *The Roswell Incident* (Berlitz and Moore, 1980) – had been published, with its claim that a crashed AFC had been retrieved by the Army with the implied consequence that there must be a government cover up of hard evidence. This was a year before the (in) famous Eisenhower Briefing Document (EBD), with its claim that there was a secret group called "MJ-12," would be released to the general public. (According to the EBD, MJ-12 had knowledge of AFC hardware (and bodies) that crashed near Roswell, NM, and controlled the AFC policy and investigations of the US government. Bill Moore and Jaime Shandara received the EBD in December, 1984, but they did not tell anyone else of its contents. They were still investigating it prior to general release when Timothy Good, who obtained it from some unnamed source – not Moore or Shandara - released it in Britain in the spring of 1987. Then Moore decided to release it in the USA.)

In 1985 the only reference to MJ-12 known to (a few) investigators (other than Moore and Shandara) was in what appears to be a government teletype message document. (Moore has said it is a "retyped, edited version" of a supposed official government document!). This so-called "Aquarius" document was leaked to Moore in February, 1981. (Richard Doty was the source!) The Aquarius document says, "The official government policy and results of Project Aquarius is still classified top secret with no dissemination outside official intelligence channel and with restricted access to MJ-Twelve." (The Aquarius document also contains references to an analysis of film by Paul Bennewitz. A photocopy of the document is contained in *Project Beta* by Greg Bishop, Paraview Pocket Books, 2005). Because of the Roswell case and other seeming leaks of information about covert government activities, many UFO investigators, myself included, thought, in the early 1980's, that we were on the track to complete disclosure. (How wrong we were!)

In early November 1985, into this mix of overt and covert investigation by a rather small group of ufologists stepped Air Force Capt. Robert Collins (subsequently given the code name, "Condor") and, soon after, his acquaintance, "Hawk." By the time

of Condor's first phone call to me I had been actively investigating UFO sightings for about 17 years. I had published analyses of the McMinnville case, the Gemini 11 astronaut sighting, the New Zealand Sightings and several other lesser known cases. Although I had not been directly involved with the Roswell investigation I was well aware of what Moore and Friedman had discovered and its implications for UFO history. As the then-Chairman of the Fund for UFO Research, I had helped to arrange the world's first "Crash Conference" in the fall of 1983. At that conference, which, for the first time, brought together many of the first hand Roswell witnesses, I presented a (then) new paper I had written entitled "Revised UFO History." (This is still available from the Fund and is even listed at Amazon.com.) In that paper I argued that the *publicly* known history of the government UFO investigation (Projects Sign, Grudge and Blue Book) did not conflict with the idea that there was a "deep black" investigation of hardware/bodies, etc., going on at the same time. I argued that if there was a covert investigation or "crash-retrieval group" that controlled the hard evidence, the covert investigators would need to know information that was only available in the "open world," namely, what the AFCs were doing and where they were doing it. Hence they would make use of any publicly known project such as Project Blue Book (1952-1969 and its predecessors, Projects Sign [1947-48] and Grudge [1948-1952]) to collect general UFO information. Some of this information would be about AFC activities (recall that only some UFOs are AFCs), from the general public and military sources. This publicly known project would shield the covert project from direct interaction with the general public (and most of the military) and thus maintain its extreme secrecy. I went further in the "Revised..." history and proposed that there were several moles from the covert group imbedded in the chain of command of Project Blue Book. These moles could keep track of the flow of publicly known and ordinary military sightings and would be available to alert the covert group if any really important event such as an AFC crash were to take place.

About a year before Collins' first phone call I had completed my investigation of the "Kirtland UFO Landing(s)" (<http://brumac.8k.com/kirtland1.html>). This investigation introduced me to the geography of the area east of Kirtland Air Force Base in Albuquerque, NM, i.e., to the Sandia National Laboratory at the eastern edge of Kirtland AFB, the Manzano Weapon Storage area further east and south of Kirtland and Coyote Canyon, east and south of the Manzano Weapon Storage area, near the location of the landing. This investigation also introduced me to Richard Doty or rather, I, rather abruptly, introduced myself to him! (Bill Moore told me later that I "irked" Richard when I visited him unannounced.) He wrote the "Kirtland Landing Document" (see the above web site or Figure 12a of *Exempt...*) which formed the basis for my investigation. Twenty years later Doty has played a major role in revealing new (to the general public) information as portrayed in the book by Collins and Doty. (Doty's version of the official Kirtland Landing investigation is presented for the first time in "*Exempt...*")

Also, several years before 1985, I had accomplished a "break through" of sorts when I happened to obtain confirmation of the existence of a "Project Aquarius" (which may be, but is not necessarily, the same project as referred to in the Aquarius document!). This is not the formerly secret level Aquarius project to develop over the horizon radar that many people have obtained but rather a top secret code-word document which is still

controlled in a highly classified “channel” of intelligence information. Although my Kirtland and Aquarius investigations play no direct role in Hawk’s testimony, they were, nevertheless important because they essentially established for Collins and Hawk that I was a credible investigator.

On or about November 2, 1985, while at work at the Naval Surface Weapons Center (formerly a Navy laboratory in White Oak, Maryland, about 10 miles north of Washington, DC), I received a phone call from Robert Collins. He had apparently gotten my name from a mutual acquaintance. He made it quickly clear that this wasn’t a phone call about Navy work. He told me that he had been at FTD for a few months and, having heard (like many other people in the USA) about the “alien bodies being stored at Wright – Patterson Air Force Base,” he started asking questions. He said that, while talking to an old friend of his who had been working there for several years, he had learned about another man (Hawk) who had worked there some years before who had an interest in the subject. Of more importance, Hawk had information about AFC-related government/military activities and was willing to talk about what he knew. Collins also told me he had learned about the Aquarius document and wanted to know what I knew about it. I told him what little I had discovered, quite by good fortune, by penetrating what might be called the “outer ring” of security. Three days later he called back to say he had confirmed the extreme level of compartmentalization of the document. (Note: the exact nature of this document has not been revealed and it is still classified. It may or may not be related to the subject of UFOs/AFCs .)

Of more importance than the Aquarius investigation is the fact that this established communications between us and in the succeeding days I sent him a copy of my Revised History paper and a copy of my Kirtland Landing investigation. In return, Collins told me about a Lieutenant Colonel (Hawk) who had given him some interesting information about the UFO/AFC cover up. He said that a friend of the Lt. Col. had been involved in the inner circles of the “real Project Blue Book.” He said that the Lt. Col. had also claimed that the chief scientist at FTD (Anthony Cacciopo) had, in 1978, a copy of a book which provided the complete covert UFO history from 1947 on. About a week later he said that the Lt. Col. had read my Kirtland Landing paper and also the Revised History paper and agreed with the general idea expressed therein, that there was a crash-retrieval group that controlled the hard evidence. Furthermore he said there had been two moles in Project Blue Book and that the special crash-retrieval group I had speculated about was real and had been, years earlier, headquartered in Albuquerque.

After some further conversations Collins gave me the man’s name and arranged for me to speak to him directly over the phone. A time was set for November 14. What follows is a lightly edited version of the transcript of that conversation. Comments that have been added for clarification or are not part of the original conversation are in parentheses and/or in *italic*.

THE TESTIMONY

November 14, 1985

H = Hawk

B = Bruce Maccabee

H: I was reading your hypothesis I got in the mail from Collins.

B: The Revised UFO History paper?

H: Yes. Very interesting, some pieces of it don't fit from what I have been told. I will go through my history of involvement because pieces of it will help you tie down some of your history.

B: Of course, my history (*of the government activities related to UFOs and AFCs*) is based on the open record plus some guessing.

H: Right. That's basically all you can do. As I told Bob (*Collins*) at this stage of the game I think the most important thing anybody could do is define the infrastructure and once you have the infrastructure you know where to look and once you know where to look then the pieces start dropping in....and once you get the pieces together plus the infrastructure and get it out to the general public I think you will get all sorts of people to come through and confirm it for you.

B: Maybe. Of course, there aren't that many. I don't know how many people who are general public would know....

H: I think you would be surprised on that. I don't know. Anyway, there are only two things that I was... first off I need to qualify, then I'll start from year one *of his involvements*.

First off, I had no interest in UFOs and could care less until 1975, about February. And then I had only a mild interest after that. It was more of a curiosity after that. I was just so busy. It wasn't that they weren't exciting or anything, it was just that I was so damn busy with everything else I just never got around to being interested.

OK, now, I've been a direct witness to two events. I can relate those. Everything else is second or third hand. It is first hand information told to me. In other words, if I were a reporter it would be called "direct evidence" but since I'm not it (*everything else*) is all hearsay. I can offer you more insight into the infrastructure.

B: That would be worthwhile.

H: Let me start at the beginning. I'm thinking back. I was in (*Air Force*) ROTC (*Reserve Officers Training Corps*) in 1953 and in the spring of 1954 we went from Peoria, where I went to school by C47 over to WPAFB (*Wright Patterson Air Force Base in Dayton, Ohio*) on a kind of goodwill tour for seniors getting ready to graduate that year. They gave us a nice cook's-type tour of the different facilities and we were over in area....

B: You were going to college at the time?

H: Yeah, I was a senior. And they took some ROTC cadets over, probably 20 or 30 of us. It was a good group. They gave us the usual tours of usual facilities. Main one... Exotic places... F-89.. About 10 or 10:30 that morning they took us through some of the wind tunnels. Now I don't remember traveling by bus, so I believe that the tunnels were over in area C. That's where I recall the wind tunnel was at. We were in a rather large structure, like a hanger but not a hangar. It was big, open, but not an industrial building. The building was divided off or cordoned off with room dividers that look like chalkboards. We got interested in some of the models and so on (*models of aircraft used for wind tunnel tests*) and then the tour group went on and (*we were accidentally left*

behind) so we took a shortcut and went behind these dividers to catch up with the group. Now, here's the conversation that took place. In there was a table and a number of models of different kinds of craft. OK, now these models were of the flying wing, some of the newer aircraft of the time and strange looking ones. One kid, whose name I don't remember, said "Oh my God, there are what my father told me about which are UFOs." Now, he said "UFOs." He didn't say saucers or anything like that. And the other guy says, "What do you mean?" The first guy says, "You know, saucers." Then he said, "My father was a colonel in the Air Force and was in operations and got a special briefing on these." And he says, "Look. They've got the four different kinds." They had four different models: two cigar shaped ones of different types and two saucer shapes. I remember the two saucer types very well because one of them looked very, very similar, in vertical stabilizer arrangement, to what was on the flying wing. Now the flying wing took my interest and I couldn't care less about the others. But he was so excited. But at that time I didn't know what the hell he was talking about. But they looked like advanced new aircraft. Now I do remember one model saucer. They were about a foot across. They were hard polished wood, very elaborately done, great detail. The underside of it... there was a circular ring around and then the underside was beveled down to, not a bowl shape, but had a formation under it. Then the top had another relief formation up and then another relief formation, as if you kind of sliced a WWI submarine in two, without the conning tower, and made everything flatter. But you know there was a bowing. It was like that. And then there was a cockpit area in the center and then there was something like a flaring back from there. The two (saucer) models differed at this point in that it flared back to a vertical stabilizer, but they were like half-vertical stabilizers, like you would see the vertical fin on a submarine in the back. It wasn't like you have airplane stabilizers of that era.

B: Say if you took a pancake...

H: No. For as (unintelligible) as it was wide it was about a fourth as thick.

B: So let's say a smooth bottomed saucer upside down on the table with something like a dome and a tail?

H: Well, it was flat on the bottom and then kind of bowed up like a saucer would be upside down. Well, it would be like a saucer on the bottom, like you would have a regular saucer it you looked at it... on top it was like another saucer except that it had more relief. It had three layers of relief on it. Then it kind of flared in the back like a submarine does and then had a vertical stabilizer. Now, one of them went to a flat area like, you know, how the early models of the flying wing. One of them had two vertical stabilizers about... If you took a cross-section, about a third of the way over and then another third from the other side so you actually see they didn't come out of the tail end of the saucer shape; they were like on each side of it. And they were regular vertical stabilizers, except like the top half....

B: Sounds like the flying flapjack.

H: OK, maybe, I don't know.

B: That had two vertical stabilizers.

H: But these were definitely saucers.

B: There were some round aircraft made that had... one had a little bubble at the center and the flying flapjack wasn't exactly round... it was almost a triangle...

H: You mean oval?

B: Yeah, maybe more like that.

H: Well they were both round and one of them had two vertical stabilizers and one had only one.

B: The thing called the AVRO Disc....

H: OK. Maybe that's what I saw....

B: I could send you pictures.

H: For verification? Anyway there were those two models and there was the flying wing and I was interested in that. That was the exotic thing and it was right beside it. Then there were two cigar shaped things and this other guy got all excited about them and the only thing I can say is that even if I were wrong, and they weren't full scale modes (*of saucers*) is that fact that he said his father was specially briefed and that his father was in operations section of Headquarters, Air Force. This says that as early as spring 1954 they had briefed (people) about it and to the extent that he had told his son about vehicles. OK. That's all I have to offer on that.

I really didn't know anything more until I got on active duty and was sent to, uh, Lichenomia (sp?) in Japan and then I was reassigned in the spring of...oh, about October or November, down to Fuchu, which is (was) the headquarters of the Fifth Air Force. I was in the weather central there.

B: When was that?

H: That was October, 1957. OK, at that time I discovered that there were two, I mean four, F-106's (*The first flight test of the F-106 was in Dec.26, 1956 and deliveries to the AF were 1957 and onward*). Two of them were at Misawa (Northern end of the main Japanese Island of Honshu; Misawa Air Base is presently the home of the 35th Fighter Wing) and two at Okinawa (a small island southwest of the Honshu). I was told that that they were especially instrumented 106's. I thought that was strange because the 106 was just being introduced, you know in the States. I didn't learn any more about them.

(Note: he refers to F-106's, but these were "scarce" until '58-'59, so perhaps he meant the F-102.)

About a year later, the spring of '59 (*F-106's were available by then*) I was in the combat operation center and it was early in the evening. It was just getting to be dusk. I was giving the weather forecast as I always did because I was the staff weather officer to the combat operation center. I'll just tell you this story of what happened and you can take it for whatever you want.

While I was there one of the guys.... Because they had a big graphic board that you write upside down on and all that kind of wonderful stuff, he invited me in to see some of the operations and how it worked. So we were standing there when all of a sudden all hell broke loose and everyone got all excited and, uh, one of the guys blurted out "They're back again." And I said, "What is back again?" to the fellow who was escorting me through the facility, because I gave briefings there all the time. They were plotting all the aircraft and what have you (*on the large graphic board*). There were no aircraft in the area where this occurred. And they had just plotted (*something*), just south of Misawa, up between Honshu and Hokkaido (*the main north Island of Japan*) but on the Pacific Ocean side, in that area. And he (*the guy acting as a guide*) says, "There is an unidentified flying object here." I said, "Well, tell me why that is important?" or

something to that effect and he says, "We have seen them quite frequently," and he said they travel around 2,000 mph. And he said, for some strange reason, it is quite frequent that one of them will stop. He said they were usually in groups of two or three and one would just stop and hover in a stationary position. And they were plotting the radar plots and everything as it was stationary. He said they will stay there anywhere from half an hour to several hours, maybe even up to three hours and then they proceed between the two (*islands*) and then they disappear off the scope so you can't track them. In other words, they go between the... that strait in there (*between Honshu and Hokkaido*) toward the Sea of Japan and then they just disappear, you know, off the screen.

Then the word was, "Shall we scramble them?" I said, "What are they talking about?" and he said "The two especially instrumented F-106's." And he said, "They've been especially instrumented to track and fire on these. *The conversation by several people went roughly as follows:* The commander who was there said, "We'll scramble. Do you think it will stay there?" (*Someone else said*) "Yeah, its behaving like it has done before." So the commander says "We'll scramble."

And so they scrambled, but a report came back that one of them couldn't get fully functional. He was having difficulty and his instrumentations weren't full up and so the commander says, "Damn. There it goes again. We've had this every time we've tried to scramble." And the other guy (*the other pilot*) says, "I'm functionally OK. Got two navigation aides out, but everything else appears OK and my special sensor is operating." So the commander says "Go ahead and launch" and the other pilot couldn't get launched. So then they said, "Shall we proceed with just one?" And they didn't know and there was some hemming and hawing for about a minute or less and then the commander said "Go ahead." They then asked me for a forecast. I told them there were some low clouds and then a middle layer of cloud in there, oh, I've forgotten about 15-16 thousand or something like that, but I said clear on top with just light cirrus-stratus above and it was a big full moon and he (*the commander?*) said, "Yeah, then he won't have any trouble tracking."

The pilot then climbed on out and said he was clear on top. Then there were a few minutes and then he says he's got it in sight. Now, where I was at... Then they started to... Because there was general interest (*in what was happening*) they (*the radar operators?*) put on some sort of intercom system, a speaker system, because we could (*now*) hear the downlink voice from the pilot. The radar operators had a tie in with the Misawa operators on the radars and they were the only ones who could hear the ground link up, so we heard only one half of the conversation. Basically, they were vectoring him in and then he said, "I've got it in sight." What he described was a round, circular, you know, a circular object, what have you, that was hovering, that was metallic and that had a cockpit and vertical stabilizers (*similar*) to what I saw on those models. In fact he was describing what I saw in those models. So I thought, "Well, gee, that's very, very interesting." And he said it was a UFO and he had it in sight and he asks if he should make a firing pass. And they (*in the control room*) said "We better get authority for that."

Now, I worked over there for two or three years and I was in typhoon forecasting. It was high priority. And if you ever tried to get single side band and back in those days, that was the latest advance in communications, it was still difficult to get communication back. (*Note: H is saying here that because he was in typhoon forecasting he had priority*

communications authority to use "single sideband" which is a type of AM radio modulation that can increase range by putting power into the "sidebands" where the information is carried rather than into the "carrier." However, in spite of his priority in communication he often had trouble getting quick responses back from headquarters.) Uh, they got a communication link in less than 5 minutes and they said "We'll call the Pentagon to get authority," and it came back and said "Yes, make the firing pass. "OK, so he (*the pilot*) said "OK, will roll in." So he rolled in and uh, he fired them off. (*Note: it is presumed that this refers to an early version of the Sidewinder heat-seeking missile.*) And then all of a sudden he went into a falsetto voice I've ever heard from anybody...and it was something I've never...it was real strange, and he blurted out that he fired and they had detonated but did not hit it. There was the... they detonated just at the edge of it. Like a shield, he said, like an invisible shield. And he said, "But it doesn't look like any of the shrapnel or anything penetrated through." And he says, "Oh my God, they've turned on some kind of a beam and they're turning." Then he says, "My God, they're coming after me." And he went into a vertical diving maneuver. And then the radar operators started screaming out that, uh, "It's moving, it's vectoring toward him." And then they started counting out the ranges as its coming down. And the pilot was just breathing heavy and obviously under great stress, but controlled. He said, "It's moving closer." And he just kept describing how it kept gaining on him and this beam was coming towards him. And then the radar operator said "Contact." The two blips matched. And then the radar operator said "My God, there's no separation." And then he says, "The thing has stopped. It's just a single blip hovering...but there's nothing else." And, uh, then what happened was that for four days after that I gave weather briefings every day for a search up there. They never did find anything.

If I take it (at face value) several things are implicated by that (event). At that time I did not know, I just didn't take it for anything (unusual). I just thought, oh well, some kind of experimental aircraft and somebody was after him, because, like I have said, I couldn't have cared less. But reflecting back there's several things that come out of it. Number one is that they knew what they were after. Number two is that the Air Force denies that they ever had an aircraft shot down. Number three is that they always denied they ever tried to shoot one (*flying saucer*) down. And it also says that those airplanes were in position for a year and a half before that incident took place. So they knew that they had something there all that time. And they, the guy who was telling me, said that they (*saucers*) routinely set up and that's why we positioned those aircraft up there (*in Misawa and Okinawa*). So, for some reason there was a regular pattern established by them.

OK, beyond that I can't say much except that I never heard that falsetto voice again until I went to Air Command staff school in 1967 (*where*) they had some tapes from some wild weasels. And if you ever heard the guy (*wild weasel jet fighter pilot*) when he says "They've launched (*a missile from the ground*)," and then it's coming up but they (*the jet pilot*) can't find it and they don't know where it is. You know, I'm talking about the missile (*that is heading toward the jet*) and you hear, what I call controlled, professionally controlled (*falsetto voice*), but (*indicating*) total terror and fear. It was the first time I ever heard that again, the same (*falsetto voice*) that the fellow that the UFO shot down. (*Note: H then spent some time describing the "wild weasel" program in Viet Nam. The Vietnamese would launch radar guided missiles at the fighter*

jets. Some pilots would volunteer (?) to act as decoys to draw off the missiles by letting a missile get locked onto the jet and then using jinxing maneuvers to “shake” the missile so it would miss the jet and go harmlessly off track. The pilot of one of these aircraft had panel lights that indicated when he was being tracked by the missile ground control radar and then when the missile was launched and then when the proximity fuse of the missile was activated, etc. In other words the pilot knew what was happening, and that the missile was closing in on him, even though he might not be able to see the missile behind him.) So, if you talk about the high falsetto voice in total fear and terror and yet under total professional control, that was what was coming in on the tape. And that was exactly what this other guy (*who was shot down*) did. And so, I am saying it that there is no way, until a person is in that (*condition of terror*), that he can create that (*type of voice*). What I’m saying is that he was terrified and the reason for bringing up the wild weasel is because it’s the same kind of terror. And yet (*with*) professional control you still can fly.

So, that’s all I can say of (*being*) a direct eye witness. (*That is, H described himself as an eye witness to the models at WPAFB and to the shoot down in Japan.*) So then I really didn’t have anything to do or say with them (*UFOs*) until I was stationed at... I came back and went to school and from school I was stationed at ESD, Electronic Systems Division (*at the Air Force Cambridge Research Laboratory, AFCRL*). And when I was at ESD I got into, uh, nuclear weapons effects.

B: That’s at, uh,...

H: That at L.G. Hansom Field right outside Boston. So, from there, oh, they started doing atmospheric testing again right in that time-frame (*early 1960’s*). And some of the early results of the atmospheric testing we were getting so we could act as consultants to the different system program offices. And so (*in 1964*) I went out to Albuquerque (*New Mexico*) so I could see some of the early test results on some of the experiments (*at a conference*). And I went out there with another fellow and, uh, I’ll just call him Bob, OK?

B: Uh huh.

H: While we were out there we got to a rather dull part of the conference, and three or four day conference, and this one guy (*not Bob*) was from Sandia Base (*now Sandia National Laboratory, just on the eastern border of Kirtland Air Force Base which is at the southern edge of Albuquerque*) who was with the Sandia Corporation said, “Hey, Bob, how would you like to go out and see where they are doing the experiments on nuclear radiation effects on large animals?” And he (Bob) said, “Yeah that sounds interesting. Let’s go on out.” So we started out and they were moving a weapon (*I presume this means that the road was blocked by a weapon transportation truck*) so we backtracked and went through Sandia Base itself. We came out the back side and came back in another gate and scooted on down around and got ahead of the weapon transfer so that we could travel on down (*the road*) and we went on past the Manzano storage area at Coyote Canyon. Are you familiar with that area? (*Note: It just so happened that I was. I had been to Albuquerque and Kirtland AFB several times and, during the investigation of the August 1980 Kirtland UFO Landing mentioned at the beginning of this article, I had driven around the desert area south of Sandia Lab and in the unrestricted portion of Coyote Canyon.*)

B: Yeah, out to the barrier, to the guard gate in Coyote Canyon.

H: OK, we went past that gravel road that leads back to Coyote Canyon and we were on the... at that time it was just an asphalt road, and this was in 1964. And we went past...and it's still there. The solar tower wasn't there at the time. *(Note: a large array of mirrors focuses sunlight to a small area at the top of a "solar power tower" where, in the 1980's, Sandia Lab did experiments to determine the effectiveness of harnessing solar power for generating electrical power from steam.)* There's a facility next to the solar tower which is the civil engineering test facility. That's there now, but in 1964 it was not and the road was just out there in the middle of nowhere. There were no test facilities out there. It goes on back to the Indian reservation and then right next to the Indian reservation is the Lovelace (Medical Institute) Laboratories. These did the radiation work. And there was one road off of there that went back up to the mini-mountain to the laser facility.

B: Right. There's a laser facility there now where *Air Force high energy laser work is carried out, this facility was built in the 1970's.*

H: Yeah, sits up on a hill.

B: OK, so its 1964 and you're driving along, going past....

H: We were on that road that went back to Lovelace. Before we got to Lovelace... at that time it was a small facility. Today it's much larger with a lot more buildings. And you can still see it today. If you drove out there you'd see a place called Coyote Canyon test facility which is actually, ironically, not in Coyote Canyon. It's up a little ways from there and up on a little plateau. OK, right next to that are some buildings that are of the era of what I call WWII construction. In other words they are built like that. OK and there were basically a guard (gate), a double wire fence, a gatepost and three main buildings and smaller structures. The main buildings were the size of houses. They were of the same green paint and style and roof things that were done after WWII, late forties and early fifties. So I would date the buildings early fifties. They were that style. Now one of those buildings had a little guard house in the corner. A was a very real odd looking building, something that you might expect on a beach house on Cape Cod. It's in the corner. I forgot the name of the title but it has a bio in it, Biotronics or something like that. The sign is still there, by the way, because I was back there in 1984 and the sign still reads. OK, we went in and, uh, the guy then told us he had to watch us as we went in because they had a nuclear source and the damnest lined vault I've ever seen in my life. They had three layers of battleship steel on the door plus lead. It was the room where they brought the animals in and then brought up the nuclear source. *(Note: H has just described a collection of buildings on the east side of the road to Lovelace. These building were still standing in the 1980's... I saw them. It was a long unused facility with a large fenced in area and what appeared to be animal pens. There was a small guard tower.)*

There were three AF medical doctors there that did the autopsies on them (animals that had been irradiated). And we got to talking and there were myself, the AF doctors, two guys from the Army, the fellow from Sandia, who was the guy giving us the tour, and Bob. And so then what happened was we got to talking about, oh, their qualifications and they were saying they had eight degrees between the three of them. And we said, "Wow" that was really something. And they said, "That's nothing. You

ought to see what those Navy doctors got. They got 24 degrees between the three of them.” Well, (*the question was*) what goes on that needs that level (*of academic achievement or of degrees*)? “Well, the study of humanoids. They do autopsies on humanoids.” Everyone said BS to that, but Bob asked if he could get in on it. So they (*Bob and the Sandia “tour guide”*) went over to the Administration house. Bob was gone for 1 ½ hours. I didn’t go because I wasn’t interested. The three (*Army*) medical doctors had been called to act as advisors to the Navy doctors on humanoid physiology that puzzled the Navy doctors. Doctors from Lovelace were also involved. Bob came back with some amazing stories. He started telling us, but only lasted five or ten minutes because the Army guy said (*you’re*) “full of shit” and (*we*) got in the car and went back to the conference.

Anyway, Bob said he saw pictures of three whole bodies and bits and pieces of others. The three whole bodies were at Wright Patterson AFB. The doctors were astounded. According to them there was no esophagus, no stomach and no reproductive system. Also the blood was different. Not green or anything like that, but different. (*Note: There is some disagreement here between what H said and what Richard Doty has claimed appears in the “Red Book.” In “Exempt...”, Doty has written that the aliens have a simple digestive system that turns everything into liquid. Figure 8 in the book shows a stomach and intestine, and Figure 4 shows a face with mouth, so one may assume there is an esophagus. He also says there are males and females similar to us which implies there is a reproductive system.*)

B: What about size?

H: According to Bob Hippler they were about 4’8” to 5’2” and they had tiny features and tiny bone structure. More slants in their eyes than ours, like oriental. He couldn’t tell about the skin because they had been in formaldehyde which changes the color. They had long fingers and tiny hands (tiny palms). Not heavy structured. (*Note: In “Exempt...” Doty says the height was 3’4” to 3’8.”*) Bob’s description was confirmed by one of the doctors in the group.

Bob wanted to get assigned but was told by the doctor, you don’t ask, they ask you. So Bob wanted to go were he could ask anyway and he was told by the Sandia guy of a Navy detachment and contractors.

In the beginning (*I presume this refers to the beginning of research on alien bodies*), two Navy contractors were set up. Bob was told where to find them. You find a frame like structure with a Quonset hut and no fence. The two contractors were set up as a front. They were set up as legitimate building contractors. In these buildings, just ordinary shed buildings, is where they (crashed saucers) are at. Bob said he saw pictures of crashed objects. He (*Sandia guy?*) said, “That’s where they were put. And then Bob said, “If that other detachment is not the unit that has this bio group, where is it?” And he (*Sandia guy?*) said it’s in the Navy intelligence building. The unit is down on Los Angeles Ave, I think LA Avenue. I’m a bit fuzzy on the name but I know the building because...

Then what happened was Bob said “I’m still anxious...,” and this was after the other guys had left. Bob said, “We still got time let’s make a run for it.” So we got in the car and went on out toward the path (*road*) that’s north of Manzano and turned left on Tramway Boulevard. We went out to where, and this is where the puzzle was... There’s

a Tramway road that comes up the other direction at right angles to it. Where the two meet it's not marked, but that's Tramway road. At the end of the road was a contractor with a handful of houses. Big elaborate houses, but that's all there was there. And he (*the contractor*) had his contractor building and he had this country club-like lodge that he had built. And Bob says, "This must be the building where he said the committee meets." And he says, "Let's see if we can find the other one." So we drove on down the back road to Tramway and doubled back on a dirt road...at that time it was a dirt road...and then doubled in on a sand road, (*sand*) because out there they just laid in the roads and that's all they were, just sand. And past Coronado (?) he says, "Here it is, here's the road where they described...." And he says, "Aha" because right off the end of the runway there's a wide path (?) for an airplane. And we looked up and there was an airplane sitting in the contractors kind of building that sat in a quarter or half mile from the end of the runway. It was all by itself. And he said, "Here's the shed building that he (*Sandia guy?*) said" (*was where the crashed saucers were*). And so then he said, "Let's see if we can find the Navy intelligence building. So we drove on in because that was back toward the airport and sure enough, here was the building. Not marked. It was just a building with all kinds of antennas on top. And that type of thing. And that's the end of the story.

B: Have you ever been back there again?

H: Yeah, I went back in, uh, 1984.

B: Is that stuff still there?

H: Huh? Yeah, it's all there. That's what I was getting to. So, uh, in '64...it was a year, about...Bob had left (*AFCRL at Hansom Field*) and I took his place. And Bob came back (*to AFCRL*) and I happened to be there and I bumped into him and said, "Hey, Bob, did you ever get that assignment?" And I said it was detachment so-and-so...I remembered then but I don't remember it now. And he said, "No, I'm assigned to..." and he gave the name of the unit, a Naval unit, and he said he was one of only two AF officers, there was only two, assigned to it. OK? And this, now.... Recalling back that is also what the guy from Sandia said, that there were only two AF officers assigned to the whole project. Otherwise it was a complete Navy show.

B: Hmmmmmm....

H: And I said, "Well, Bob..." and he says "That's a front." He says, "I really got the assignment I wanted and its with project...." And he gave the project name and I, for damned I can't remember it. And it didn't mean anything (*to me*). And he says, "Does that mean anything to you?" and I say no. Then he repeated three times, and I remember this distinctly, "I'm with the real project Blue Book, the real Project Blue Book, do you understand? The real project Blue Book." And I said "I don't know what that is." And he says, "Well, OK..."... and then he left.

OK. That's all I can offer on that.

Now, it was ... No, I'll describe some of what I call strange and bizarre, that's all I can all it. I'm just telling you the whole story as I know things. I went to....

B: I've got to go to a meeting. I would be interested if you could make some comments on my paper. According to Collins you said my paper on the Kirtland stuff

(Kirtland Landing)...(Note: this is a reference to the paper mentioned near the beginning of this article.)

H: Yeah, the only thing on the Kirtland stuff there is that, it's pretty good, but you need a little understanding. And that's what I was coming to. I'll jump ahead and answer. I went back there in 1984 on a project. And while I was there I was talking with some of the... university, uh... It was a project we were on *(at the)* McCormack ranch.

McCormack Ranch is just west and south of Sandia Base. And we were working on some tests out there. And the University of New Mexico (UNM) had some contracts to support the Air Force. And while we were waiting for a crane or something we got to talking with some of these guys *(including Danny? See below)*. They were all goosy as hell about, uh, not staying out there or when it got close to dusk they were getting the hell out of there. So we were asking why and then they were telling me, oh, these strange events of UFOs. OK? And then they were telling me about the fact that they were a bit leery because they were moving the things from the McCormack Ranch up to Coyote Canyon, the one that you have that report on. OK, and what they described to me was, uh,... The fact is that, uh, very frequently they are in that area. Not at Manzano itself, but just up, and there is a ridge line that's up and above, that's the highest peak and there's a big bow area I drew it on the map for Collins. And, uh, in there, right where that sighting was that you had *(written about)*... *(Note: H made a map showing the locations of buildings and events. See below.)*

B: That would be east of the Manzano Weapon Storage Area

H: Yeah. He said they are frequently in that area. In fact uh, in recent years, and this is in '84, in the 80's they run three or four a week.

B: My goodness!

H: OK, so the whole thing... Where you were saying there were kind of four *(UFO sightings)* would explain why there was confusion, is because they probably had so damn many of them *(sightings)* they didn't know which one they were talking about. *(Note: in the Kirtland Landing paper I pointed out that there were 3 or 4 sightings listed in the Kirtland Landing Document. The sighting which might have been the fourth one in August, 1980, might also have been further confirmation of the second sighting in Aug 1980,. I couldn't be sure, then, if there had been sightings of 3 or 4 separate objects.)*

H: But he *(Danny? See below)* says that they will not stay up there at night. And he didn't like it because they were being kicked off the McCormack Ranch and had to move all the test sites up there *(to Coyote Canyon)*. And, uh, he said no one will stay out at night up there. He said that, uh, Sandia, you know that they patrol just off the road to a couple of those buildings. That's all they look at and they will not even be caught off of that. They just get up there and get out. And he says, they will not stay because everybody is as scared as hell. OK? And he says... What is bizarre is that they don't know why they *(AFCs)* probe that area all the time. Now, on a less frequent basis but still frequent, they were out around the laser facility and down around Lovelace and in the Indian Reservation, on that part *(of the reservation)* and then over on McCormack Ranch where we were at.

B: The McCormack Ranch you referred to, is that near the big radiation test facility there? Is it west and south of...

H: No, there is a smaller radiation structure that it's... Lovelace is just west and south of that. Ok and what it was that he said that there was one major flap a few years ago. He says it's only got into the public because some patrol officer (*saw*) one on toward Belen. Ok, now, from what he described, what made that one unusual he said, is because it was on the western part of McCormack ranch. But he says most of them are away from there. You can't even see them from the highway (*Interstate 25 running south from Albuquerque; Belen is along the highway about 30 miles south of Albuquerque*). And he says for some reason one was there and the patrolman saw it.

B: Maybe that's the one referred to in the document.

H: OK. That's the reason I was thinking of that because he had mentioned that to me and, uh, it (*the Kirtland Landing Document*) says it was from Belen and that's in that area. (*Note: the Kirtland Landing Document says: "On 10 Aug 80 a New Mexico State Patrolman sighted an object land in the Manzano's between Belen and Albuquerque." The Manzano Mountain Range runs for about 50 miles southward from Sandia peak, which is just northeast of Albuquerque. The tramway runs from its base in northern Albuquerque to the top of Sandia Peak. South of Albuquerque the Manzano mountain chain is about 20 miles east of Interstate 25.*)

Now, the other part that he told me about is that, if you go below Belen there is an east-west pass. If you go through that pass to the east and stay on the east side of the mountains and go about 50 miles further south, then he said there's a big open nothing. Just rare ranches or what have you. And he said nobody will go there in that area. They won't even hunt or do anything. He says there is a hundred and fifty miles zone that is loaded with UFOs. Now, on the west side of that mountain is the White Sands missile range. (*Note: there is US Route 60 running east from near Belen through a gap in mountain ranges. White Sands is about 140 miles south of this gap or about 100 miles south of the area described by H.*)

B: Now wait a minute....

H: On the west side of that mountain range is White Sands....

B: I'm trying to think... if you go south of Albuquerque and then go east you get into the valley where the White Sands test area is. If you keep going farther east you get to the Holloman Range. (*Note: At this time I was trying to envision the map of New Mexico, and I was wrong. Holloman AFB and White Sands were 100 miles south of the area described as "ufoland" by H. Holloman AFB is just east the Sacramento Mountain Range. White Sands is farther to the south and west of Holloman.*)

H: Right. Now it's where he said it's between the Holloman range and the same set of mountains where they are frequently at, and that's not far from where Roswell is. (*Actually, Roswell would be another 100 or so miles southeast from the pass described above.*) On the west side is the White Sands test area. Now he says there it has gotten so bad... They made one mistake one night of getting caught in there after dark. But he said they never bother you in the daytime, but, uh, they got harassed on the way out. And they were scared shitless. And the guard says, "Hey, you know better than that." He said, "Nobody but nobody ever goes out there at night." They're always off of there at night.

B: You mean the UFOs are harassing the guards? Is that what you say?

H: Yeah. He said they won't even patrol. He said absolutely no one goes out and patrols the interior part.

B: I've been there at night... I've never been there all night... (*I was referring to being in the area of the McCormack Ranch, not the location east of Belen mentioned above.*)

H: I don't know. I'm talking about the interior toward the mountains.

B: I've been to White Sands and I've been to Albuquerque. I don't know what happens in the mountainous areas themselves.

H: All I know is what he told me. And all I know is they would not stay and they made sure that we always finished. Several times we had to go late and they weren't supposed to, but they gave me the combination to the gate and said "Here is it. Unlock it and get out yourselves." But they wouldn't stay. Now, we were on the McCormack Ranch part.

One of the guys there, I happened to tell him about the story (*of Bob*) and he said, "Yeah, old Tommy, here, was the maintenance person for that Navy facility." And Tommy said, "Yes, that's correct. They did have parts of bodies there and everything." But, he said they moved and he said they moved about 1978 or 1979, he couldn't remember which.

Anyway, when Bob had asked this fellow from Sandia (*during the conference I 1964*) as to when they were going to move the facility, 'cause he heard they were going to move it, and he said the schedule was to move it after they got the cryogenic and other things built. But they had several other things, additions to the building and they were going to build, the buildings, and he gave a time frame and he said it was about 1978 they were supposed to move. (*In other words, according to E, when Bob was asking questions in 1964 he was told "the facility" would be moved in 1978. This shows that "they" were thinking far into the future, assuming H was correct.*) And that was the year they disappeared from Sandia Base. He (*Tommy?*) said all of a sudden one day some trucks moved in and they hauled everything out and that was it. They just disappeared. OK, but that fits that they moved to the Los Angeles (*Avenue*) facility because that's what the Sandia guy said was the thing... I'm just saying what he said.

Now I went back there... well, there's more to the story. I'll have to tell you later....

B: Yeah, right.

H: Because I had one other person confirm that's where the facilities are. And that's where the so-called committee meets.

B: Yeah, well, if you have any specific comments on the Kirtland paper....

H: The only one is that you said Kirtland AFB and its not, it's Sandia Base.

B: I said landing near Kirtland AFB. Actually it was east.

H: Kirtland is a long ways from where it's at...

B: Well, its, uh four or five miles...

H: Like I say, it's only for people that know it. For people that are the only way they would know it. OK, so the only one that I wanted to comment was that the fact is that from what Danny told me and what Tommy was telling me, is that, uh, three or four a week has not been uncommon for the last several years. They were talking about from the early 80's on. I was there in January, 1984.

Now, the area where they were at is... they told me what goes on up there. Those buildings and everything that is associated with that and at the end of there is where the FBI and the OSI and a whole bunch of others have their antiterrorist school. (*Here he is*

referring to Coyote Canyon in the area east of the Manzano Weapons Storage Area.) And they have mock raids and that kind of stuff. And they train them on how to react against saboteurs and people trying to intercept one in passing (*Note: I don't understand this.*) But that's where the school's at. And he said that's what... they also in there, as they are moving their testing.... In Coyote and that they test the weapons, not the nuclear part, but the weapon triggering mechanism and detonations. So some of that stuff is stored up in there, so that would explain what you were talking about ... that material. (*Note: the Kirtland Landing Document says that the alarmed structure near which a bright lighted object landed was related to "CR-44" which stands for "collection requirement 44, having to do with nuclear related information and materials.*)

But he said ... some people thought they (AFCs) were after the building, but he said they never bother them. He said there is something up in the mountains in those box canyons. He said they are always up in there. And he said it puzzled the people on the base.

Now let me give you another strange one. What Danny said is, it was not some people he talked to or anything, but strictly in the rumor category. But he said it was very very strong and persistent among the old timers on the base. And what he said was that Eisenhower met with the representative from outer space during his era just outside of Edward's AFB. And he thought it was in the latter part of his term in office.

B: Yeah, I've heard something like that. (*Note: this "rumor" has been around since the middle fifties. It has never been proven, of course.*)

H: And that is all I know, just what he said. And I would put that in the bizarre category.

B: Yeah, right.

H: The other ones are ones that people told me of what they were doing or what they saw.

B: I'm going to have to run. I look forward to more comments.

H: Yeah, they get more bizarre. There was another incident while I was at ESD. I forgot about that. Well, because I'm in the story, about 1964. Just occurred at about the same time, uh, when was the first (manned?) orbital flight? That's when it took place.

B: Must have been '62 or '63.

H: 1963. So this event took place in '63. I forgot about that one. I'll fill you in about that later. It took place down at Canaveral.

B: I really have to go.

Goodbye.

.....

SUMMARY THUS FAR: Hawk has said he was a direct witness to two events, the "sighting" of model flying saucers at WPAFB and the shoot-down in Japan. He has also presented the story of "Bob" in 1964 that learned about physiological studies being done on alien bodies and wanted to be associated with that project. Bob was told that a couple of contractors were set up as "front" to construct buildings that were used to cover up UFO research by an inside group. According to H, Bob got his wish and became an AF representative to the "real Project Blue Book." Then H told stories related to the Kirtland Landing. According to what he was told, there have been numerous sightings in

the area south and east of Albuquerque, (The Kirtland Landing document mentions 3 or 4 separate landings in August 1980).

After this conversation H made a couple of maps which Collins mailed to me on Dec. 17 or 18, 1985. I received them a few days later, following the next conversation (below). Although Bob's last name had not been mentioned during the conversation with H, he wrote it on the map along with a comment about a special meeting that Bob attended in 1968.

As a result of this testimony an investigation was done to find out if there was any evidence of a missing F-106 that could have been in Japan. The early ones were all tracked to locations other than Japan. This raises a question of whether or not the plane could have been an F-102 or perhaps a "black" F-106, built surreptitiously, especially for the highly classified flying saucer project.)

.....
SECOND CONVERSATION

November 20, 1985

B: The last time we talked you had brought me up to the 1970's.

H: OK, I think I jumped a little bit there.

B: Yeah, you had been talking about your friend Bob and you jumped back and forth a bit with respect to his story. I'm not sure whether that was really going back into the '60's or what, but....

H: Well, it was in the '60's there. And one of the things that, uh, I remembered, and I didn't know whether I passed it on to you or not, 'cause like so many things when you recall back, but it might be of interest to you.

What is in the... we were in the car...did I tell you the part where they were located in Albuquerque?

B: Yeah.

H: In that regard, is that he (*the Sandia guy?*) had said that the agency that is in charge of setting things up had the two contractors that were set up as fronts. However, they were to be set up as legitimate contractors. And, as it turns out, they made millions. But they were originally set up by the agency. Now, if you got the date of the... They still go by that same name, 'cause I was there in 1984 and looked them up in the phone book. I've got their names at home somewhere. But when I looked them up in 1984 I had remembered their names. They go by two initials and some last names, or whatever they are, and Construction Co. And both of them have the same address and you can easily find them in the Albuquerque phone book 'cause they are the only ones listed at 1 Tramway road. Tramway Road doesn't exist. The name was changed, but still listed in the phone book that way. (*Note: an investigation of this claim showed that there were/are two contractors located at #15 Tramway Road. In the early 80's these were O.F. Johnson Construction Company and G.A. Martin Construction Company. The Martin companies had a major part in the construction of the Sandia Peak Tramway which was completed in 1966.*)

OK. Now, what he told us was that the agency set these guys up for two purposes. One, so they could go and get materials from crash sites, and they have an airplane for that purpose, you know, to get to the site for quick investigation. And the other one was, behind the office building, he said, there was a room and some space behind that part of the building in order to hold the files and the, uh, paperwork and the small office staff. He didn't say how big it was, but it would have to be small, that is operated by the Navy and that uh, that small office staff for the civilian committee, and he didn't name the committee, was located in the contractors building. And it would be, when the committee meets they would come from out of state or whatever and it would be just as if they were there on business.

Now, after that and I'm jumping ahead, now, there was a fellow who I worked with in FTD and I'll tell you that story a little bit later, uh told me that there was two contractors, and so on. Let me catch up with that story when I get to it because it relates back. But anyway, he said that, uh,

B: This is what Bob told you?

H: No, This is the guy from Sandia. OK? He was talking to Bob and I was in the car with him. And they set up this building... a meeting place, like a country club lodge. And the sole purpose of it was, of course, was for the residents in this exclusive place (*the nearby housing development*) but in reality it was for this committee. (*Note: investigation showed that there is a country club lodge associated with the tramway and the housing development.*)

B: But I thought you said that the committee was meeting behind the building owned by a company at 1 Tramway Road.

H: No. The building at 1 Tramway Road behind the main offices in the front is the office for the committee for their records and files. But the committee meets in this building nearby that they built (*the clubhouse*). And the way, as I understand it the committee, I mean the agency set this all up. Now let me interject here.....

B: Do you know what agency this is or just "the agency"?

H: Well, he said agency. Bob had asked at the time did he mean the CIA and he said no. OK, it only dawned on me last week after talking with you and some of the others that the probability it's the National Security Agency (NSA).

B: Hmmmmmm.....

H: I'm just guessing. And the reason is that there's some connection with the Navy intelligence building that's down on Los Angeles Avenue, and NSA. OK?

B: OK.

H: And they're interconnected with the UFO. They're the... The detachment for the UFO local group is there... where detachment headquarters is located.

B: Now you're jumping back to the Navy. I don't quite understand.

H: The, uh, I forgot how much I told you about when Bob and I were out at the, uh, I'm going to call it biotronics lab for lack of.... There is a name and the name still exists. In 1984 the name was on an old placard still there. OK. That's an Air Force facility. Or it was. It's been since... Since then the AF abandoned it. But at that time the Navy was located there. And that's where they hid the parts of the body and did the...

B: The Lovelace Institute thing?

H: Yeah, but Lovelace is not there. Lovelace is about 4 or 5 miles (*farther*) down the road. But what the guy from Sandia told us is that it was set up for Lovelace. It was

nearby so they could use the Lovelace expertise. Anyway, from there I told you about the Naval intelligence building down on Los Angeles Ave?

B: Yeah, I guess you did.

H: OK, if you get the charter (*that shows*) when these two contractors were established you're probably going to be very close to the date and time, if what the Sandia guy said is correct, and assuming that it is, then you would be able to pinpoint the time when the agency established the overall network for this whole thing. Because as I understand about what happened, they had set these contractors up so that the civilian committee, an overall committee, site was a place for them to meet and function. It would have been very, very nearly the beginning of that. And all I'm saying is that that may be a way of tracking down when that started, because they didn't change the name of the companies since all that time. And they were definitely set up as fronts (*Note: investigation places the inception of companies with these names in the early 1960's, although there may have been predecessors under different names.*)

When I was there in 1964 that whole area had very few buildings, there were a few ranches in the area where these two contractors were/are. I thought, "My God, what a big office building." But it wasn't much bigger than about 3 or 4 houses. But I said, "He's hardly building anything." Then I went back there in 1984 and now this is a plush area of town. And what they've done is.... Very ingeniously the agency set these two guys up in business and these guys have become multimillionaires.

B: Yeah. They probably don't know what it going on anyway, as far as the agency is concerned...

H: Well, as I understand it, they were all a front....And as I understand it these two guys are the ones and they operate from their construction farm down by the airport and the own and operate the airplane. So these guys were probably...um, what is the term the intelligence uses? ..whiting or

B: I'm not sure...

H: Anyway, there is a term and it means they are knowledgeable... and meaning that they are fully knowledgeable even though they may not be direct participants. As far as I know these guys knew because they were set up for the purpose. A front...

B: Same people have been running it all along?

H: Yeah, same two contractors.

B: You mean the same two guys. It would be incorporated in the names of some people.

H: That I don't know. And, as I said, if you know more and more about who the principals were and what happened to them and who is now, and all in the name of business... and nobody would ever know why you're asking. But what you would probably be able to do is lock down... For example, when did they own the airplane and who owned it. (*Note: this refers to the airplane at the Coronado Airport. There was/is a "construction farm" at the Coronado airport, as implied by H's testimony. The first mention of Coronado Airport in business directories is in 1961, so it was built at least by then.*) You could then get a pretty good handle. All I'm saying is that they had done the infrastructure and that's where the, uh committee from MJ12 meets. That's the most likely place.

Now, I've got other evidence or indications that may be true... and I'll dialogue as I get there. (*Note: more accurately he would "monologue."*) Let's see... after 1964...

now I told you that we drove on back around and went past the Los Angeles Ave. facility. It doesn't carry any label, by the way, and it doesn't say that it's government. But it was real secured. There were antennas on the roof and around. But you also have to remember that not too far from there is a HUGE antenna farm on top of Sandia Peak. Lots of military antennas up there, so you could have it easily relayed down to there. *(That is, it is easy to relay long distance communications from the top of Sandia Peak to the facility on LA Avenue. Note: in the latter 1980's the building had offices of the Federal Aviation Administration (FAA).)*

Now I told you the guy from Sandia had said... Bob had asked, "When are they going to move? Or, why do they have the facility out there and not have it inside the..." Well, first I have to back up. Bob had said he wanted to be assigned, and he had driven through (Sandia), *(I know)* because I was with him, he was the driver, and we drove through Sandia and there was a Navy detachment unit number. And he had met the guy the next day and said, "Are you the Naval unit?" and he said, "No". He said, "That unit is assigned to Sandia." And he said that the other unit, which the people in the UFO group were *(from)*, was a detachment that was downtown on the, uh, northern edge of town on Los Angeles Avenue. Bob, that next morning, had asked the question "Are they going to move, or why is it there?" because while he had been there at the administration building *(i.e., while asking to see the UFO stuff while everyone else, including H stayed at the radiation lab)* they talked about something they would move in the future. And he *(the Sandia guy talking to Bob)* said, there is a time schedule and he named some efforts on the building and he said it would be moved something like, now let me get this correct, something like fourteen or fifteen years from 1964. OK? That makes it about 1978 or 1979. And Bob says, "Why so long?" And he says, "Well, in the military construction, and the detachment has some higher priority than that and they have a phased growth of the building and the structure and they also have to put in some cryogenic stuff. OK. He says by the time they get all that planned and in there it is scheduled for '78 or '79... Well, he said 14 or 15 years from then. I only put that in passing because it inter-tied later in 1984. *(Note: it is typical of military construction – "milcon" – to be planned years in advance because of politics and budgets, although planning 15 years in advance does seem to be a bit of a stretch.)* I can't think of much more in that time frame. Then it was a year later I met Bob.

B: 1965?

H: Yeah, 1965. And I said, Bob, did you ever get that assignment *(to a particular detachment)*? And he says, "No, I didn't get that direct assignment ..." 'cause I had remembered the *(name of the)* detachment at that time. And I said, "Where did you get with" and he said, "I'm associated with the Air Staff..I mean the Secretary of the Air Force." What he said is, is that it was a, um, what do you call it when you have a fake organization that you are assigned to...?

B: Cover?

H: It's a cover, yeah. He said it's a cover. He said really he's a member of another group. And he says he works for the Sec. of the AF. Otherwise he was with some unit in the Air Staff somewhere. But he said it was really a cover in that he was assigned to work with the Sec of the AF but he said he was physically assigned and worked for the place where the guy from Sandia back in '64 told us. He said there are only two AF officers assigned and they were coming up for rotation and, uh, and Bob said he wanted

one of those positions and he (*the Sandia guy?*) said “I’ll see and I’ll put in a good work for you.” Anyway, Bob said “I got the assignment I wanted.” He said, “I work at the Naval Observatory at the main headquarters where its all... the investigation takes place.”

B: The Naval Observatory?

H: Yeah, that’s in DC.

B: Yeah, I know, but I thought you said he was physically assigned to the place where the Sandia guy had been talking about.

H: Yeah, but the guy was saying that the main headquarters is in Washington and the detachment, one of the detachments, was on Los Angeles Ave. in Albuquerque. But he said one of the project headquarters was in the Naval Observatory.

B: OK

H: If I had this written down I probably wouldn’t be jumping back and forth so much. It’s because I’ve seen it so many times in my own mind, that is, I mean...that sometimes I jump ahead or forget.

Anyway, Bob said he was assigned at that place (*Naval. Observatory*) and ... let’s see, what else did he say?

And I said, is this the project you wanted? And he said “Yes.” And he named the project and I’ll be damned if my mind won’t recall it. Because he actually named... it was a one word, two syllable project name. And, uh, it gave you the feeling of flight...flight and space. But I can’t remember the damn name. He said... “I’m assigned.”

B: A two syllable one word name?

H: It’s a two syllable, one word and, uh, it kind of gives me the feeling of flight, but I can’t remember the word. And he said, “I’m assigned to Project blank.” And he described the headquarters and everything as did the other guy (*Sandia*) had described it and he said, “I’m with the real Project Blue Book. Repeat, I’m with the real Project Blue Book.” He said it real slow and distinct and he repeated it three times. Well, at that time I didn’t even know what Blue Book was.. In fact I had no reason...., still don’t really have that excitement about it. Anyway, he said, “Well, since you don’t know what Blue Book is, then let’s forget the whole thing.”

OK, but he did say that he was with the real Project Blue Book. So, if you gather all that, it all fits in which what the guy from Sandia said. Now, later on ...and this is a side issue, very bizarre....all I can say is its very bizarre, and can’t say too much about it because that’s all it is....

(Note: during the preceding couple of minutes I was trying to think of the name of a project that had been supposedly “leaked” in a document. The name was Snowbird.

B: How about snowbird?

H: It had a word that had, as I told Collins that it had bird or something in there. It had a bird sound or name, but it did not have the name of a bird. But I said it was a single word. I said to Collins the only thing I can keep remembering is the name of a bird. But more of a sea bird... like a heron or one of the odd names of a crane. But that’s the only thing I can remember in a fuzzy way. A word that reminds me of a crane but it was not a name like crane. Blue Crane or Blue Heron or something like that. But it did have a bird-like name, but not the name of a true bird. It was the actual project name at that time

in 1965. That's all I can remember. Maybe one of these days I'll recall it, but it didn't stick with me because it had no meaning to me. I was only curious if he got his appointment.

What happened after that ... Oh, I have to back up. Did I tell you what he (*Sandia guy?*) said the bodies were like? No esophagus, no reproductive organs?

B: Yeah, right. Was there a windpipe or lungs?

H: There were lungs, he said, but no esophagus.

B: That would make sense if you don't have a stomach, I guess.

H: Yeah, he said no stomach or digestive system.

B: How about vocal chords?

H: He didn't touch on the subject he only said there were lungs and bronchial tubes to the lungs. And there was something about the blood that was different. It wasn't green blood or anything like that. But, there was something about the blood that was different that the medics told him. It wasn't like our blood.

B: You know whatever happened to Bob?

H: Uh, uh.

B: Haven't seen him for a long time?

H: Haven't seen him since '65. But his name came up again and that why I want to relate...his name came up with Albuquerque. And it fit right in....

Anyway, after that I didn't really leave ESD or anything associated with that and I went on down to Air Command and staff college and from that I was stationed in Washington, DC in the Air Force Technical Applications Center. Are you familiar with that?

B: No.

H: Nobody is. OK. The Technical Applications Center uses all kinds of cute little things..... Because I was officially assigned to the 1035th Air Base Group, which was assigned physically to another piece, but I was really a member of the Air Staff, although I was physically assigned to another. That is, all people are assigned to one organization and physically are members of part of the Air Staff under another. And they report in name to something else. But their reports really go to somebody else. In other words, we use somebody's letter head but are really part of some other organization.

It appeared that what Bob was telling me was patterned after the same way and that they used the same technique. I'm very familiar with that technique that was used because I've belonged to two organizations in my military career....way back in 1957 it was done that way.

Yeah, I went there one day, into this organization, and they said.... The guy forgot to intercept me and when I went in there, there was just a commander, a vice commander and one administration man. All there was, was my name in a file. That was all the headquarters there was ... a big unit I was assigned to... all these guys (laughs). And they said meet me down... you're supposed to go to the flight line and some guy will meet you there and... they put me on a plane and the next thing I know I'm hundreds of miles from there. So I know how that technique worked. And, by the way, its very effective because it's very, very difficult to trace.

B: Yeah I can imagine.

H: Because what it is, it's three structures. Three cross structures through. Unless you knew how it worked you could never trace it.

Anyway, when I was there I was in long range seismic measurement and, uh you wouldn't expect the AF to be, but I spent 4 years in seismology. So, that's why I say its very, very believable that the Navy is doing the other because that's the way they do it. *(That is, people doing work you wouldn't expect based on their official or publicly known positions.)*

B: Well, the AF has had the AF Geophysics Lab at Hanscom Field for years.

H: Yeah, but the lab up there is not into solid earth geophysics. It's all into aeronomy and upper atmospheric work and other geophysical phenomena. Not the solid earth.

B: OK.

H: Yeah, 'cause I was stationed up there and worked with them So I am very familiar with that part and I had several projects with them... geophysical projects.

B: OK, so you were doing Mother Earth?

H: Anyway, one of the things we were required to do was take seismometers and put them in abandoned gold mines up near.... on the Nevada Test Site. And I'll tell you this story and all I can say is that it is bizarre, but it interfits back later. And all I can say is its just bizarre. There's no other explanation.

First off, in Area 51, when I first became acquainted with its very, very special significance was back in '65 or '66.

B: Where is this area 51? *(Note: this interview occurred several years before Robert Lazar "popularized" Area 51 at Groom Lake in Nevada... roughly north of Las Vegas.)*

H: If you look at that Nevada Test Site there's an area and it's a valley that runs, um, the mountains run basically northwest to southeast. There's a very high mountain chain on the Nevada Test Site (NTS) side and on the other side there's another mountain chain. And then there's about a 75 mile or so road... a dirt trail.... You have to come off the highway and go up through those mountains into this valley. And from the NTS you have to do the same thing. And then from above the NTS there's an open range. And you can get to it from an old abandoned jeep trail up through there and then back in on the other side.

.....Something came up real quick. I will have to sign off. But anyway, what it is is area 51 is a special area, but bizarre things are happening up there.

SUMMARY OF THE SECOND CONVERSATION

H provided many more details of Bob's search for "proof" that there were other buildings that had been constructed to cover up secret UFO research. Apparently the contractors who built the buildings were still there in 1984 when H visited Albuquerque again.

INTERLUDE

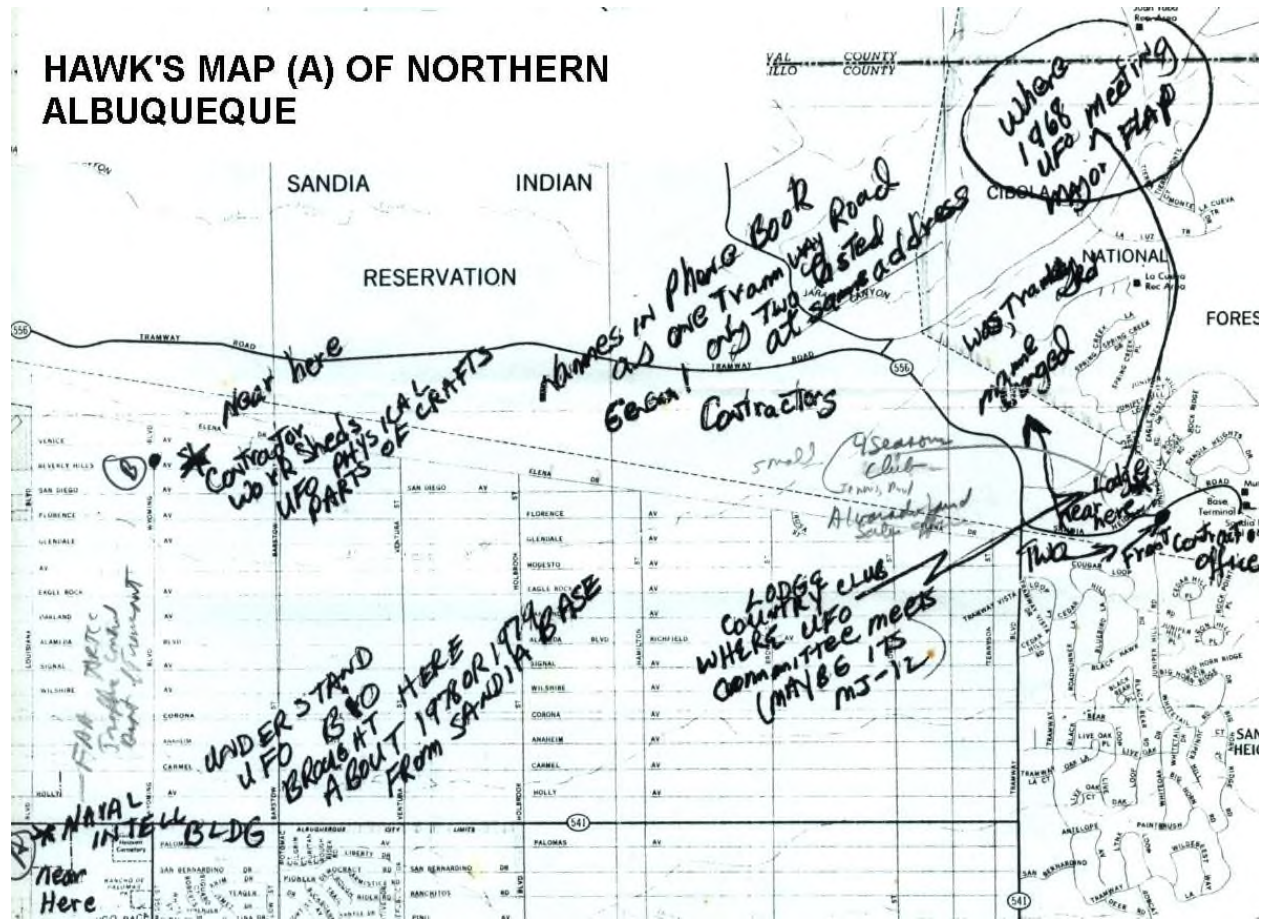
I was beginning to feel just a bit paranoid because Collins had mentioned my name while searching for Project Aquarius in classified channels (I had given him the document number) and also because I had talked to a man who, it seemed, was aware of

top secret information, information that, one would think, wouldn't be just told to anyone without an official need-to-know. And his story of Bob seemed like a fable. Was Bob a real person or was this all a story being spun by Hawk? There seemed to be no way to check it out.

Then I received the maps drawn by Hawk. He had written numerous notes on the map and designated the locations of various facilities and the MrCormack Ranch, the solar power tower, etc. To my surprise, on one of the maps, (map B below) H had written Bob's last name, Hippler. H had written on the map that it was his understanding that Hippler was the USAF representative at a special meeting held at the special lodge in 1968. Did that mean that I now knew the name of some who was really part of the "in crowd?" Possibly an "MJ-12 person?" I figured there was no way to find out. If this were all real and this Hippler fellow could be located he wouldn't say a thing. At the same time I realized that, if this were real, Hawk himself might be in danger of being "shut down" one way or another. I must admit that I was a bit apprehensive because of what I knew, if the "Hawk's tales" were true. But how to prove them one way or the other...that was the question?

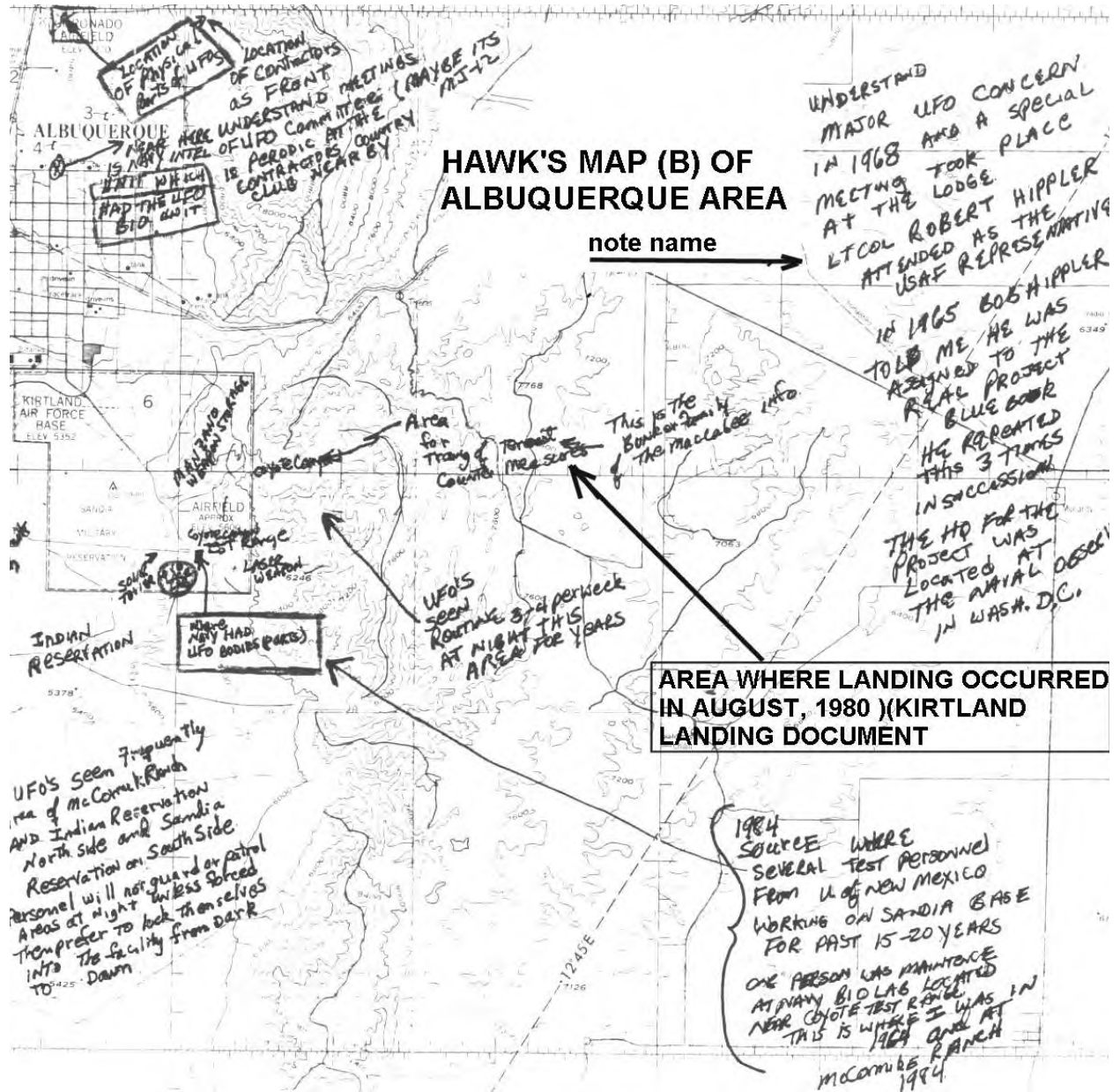
HAWK'S MAP A

This shows the location of the contractors and the special clubhouse or lodge where "the committee" (MJ-12?) met in 1968 and, one presumes, at other times as well. It is close to the entrance to the tramway that runs to the top of Sandia Peak. This also shows the location of the contractor shed where pieces were stored and the building that housed the special Navy detachment. It also shows the "contractor's sheds" where, supposedly, parts of a crashed disc had been stored and also the FAA building which supposedly housed a special Navy detachment in charge of UFO information and hardware.



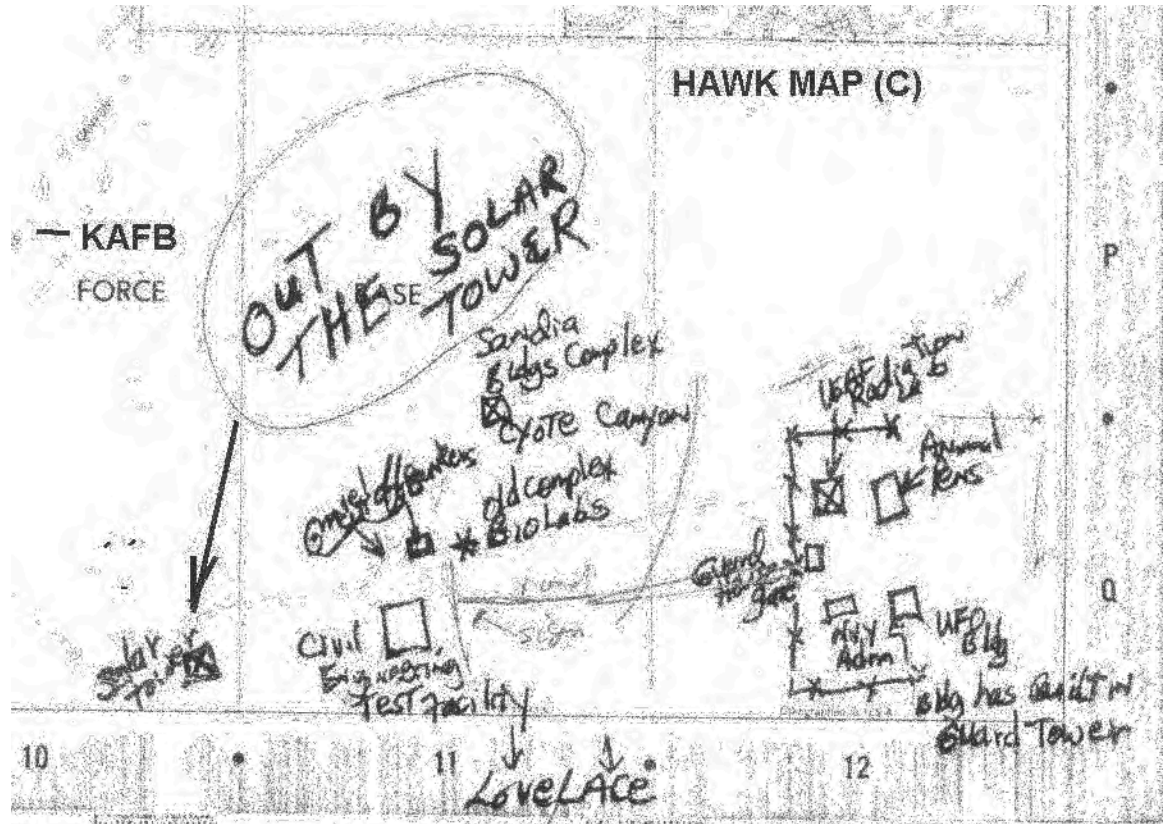
HAWK'S MAP B

This shows a larger area from northern Albuquerque, shown in Map A, south to the McCormack Ranch and eastward past the Lurance Canyon where the landing event described in the Kirtland Landing Document actually took place (east of Coyote Canyon; you have to go through Coyote Canyon to get to Lurance Canyon).



HAWK'S MAP C

This map is a close up of the fenced area and buildings where the nuclear biological effects test were carried out. This is not far from the solar power tower. I found this establishment essentially as Hawk had described it.



During the last weeks of November I transcribed the conversations above. This made me quite familiar with H's stories. Then, during the last week in November I went to a conference in Texas and then on December 2 I flew to Los Angeles for a business meeting. While there I met Bill Moore and Jaime Shandara and we discussed the H testimony. They were already doing their own investigations of leaked documents (including the EBD, of which I was not aware) so we wondered how H's testimony would fit in if it were real. I proposed that Bill carry out an investigation of H's allegations about setting up contractors as a cover for work on crashed discs and bodies. He agreed to do it if the Fund for UFO Research would reimburse him for the cost of the trip. On December 3 I flew to Albuquerque for a Navy business meeting on Dec. 4. After that meeting I met the friend of Collins who had referred Collins to Hawk. We discussed Hawk and his stories. I also carried out my own mini-investigation. I found the contractors that H had referred to on Tramway Rd. I also drove around the area south of Sandia National Laboratory and found the buildings which H said had, many years earlier, housed a nuclear radiation effects laboratory. Although I couldn't prove that there had been a radiation source in the main building (I didn't go in, even though the door was open and apparently the building was still in use) the layout of the fenced in area behind the main building did look as if there were animal pens, long unused. This provided some support for what, so far, were just fantastic stories.

After I returned home I explained this investigation of Hawks Tales to the National Board of the Fund for UFO Research and the Fund members agreed to support

Bill's investigation of H's allegations about the Tramway road contractors and other aspects of his stories. While waiting for the results of that investigation, in my spare time (when not working, taking care of a family and presenting concerts with my wife) I turned to another UFO-related task: the review of the Navy file on Dr. James E. McDonald.

Sometime before the Hawk Tales began, that is, earlier in 1985 (or perhaps in late 1984; I don't recall when), I was given the Office of Naval Research (ONR) file on Dr. McDonald. This file had been in the office of Dr. James Hughes ever since McDonald's death in 1971. Dr. McDonald was an excellent physicist and atmospheric scientist who carried atmospheric research for the Navy under contracts to the ONR. Quite independently of his Navy work, McDonald made a public name for himself by strongly advocating UFO research in the latter 1960's. He spoke to dozens of military, industrial and academic groups on the subject of UFOs. Dr. James Hughes had been for many years the COTR ("contracting officer's technical representative") or "contract monitor" in charge of McDonald's Navy contracts. He had accumulated a pile of copies of letters and papers written by McDonald over about 10 years. I met him in the early 1980's (to discuss McDonald's work) and, when he retired, he offered me his file on McDonald. (McDonald's life and research activities are described in great detail in the book *FIRESTORM* by Ann Druffel, Wildflower Press, Columbus, NC, 2003) After receiving the file in my spare time I would read portions of it. McDonald was an avid letter writer. He used the letters as a way of providing a permanent record of his thoughts and activities while providing information to his friends (he kept copies of his letters). It was fascinating to read his accounts of discussions he had about UFOs with famous civilian and military scientists and also his view of the history leading up to the famous University of Colorado UFO study that was supported by the Air Force at Congressional direction (see the first paragraph of this article for the reference). Thus it came to be that one *Friday the 13th* (December 13, 1985), while I was reading a copy of one of McDonald's letters to his friend Tom Malone (a copy had been sent to James Hughes at ONR), I received "the shock of my life."

In the letter to Malone (written July 20, 1966) he described his meeting with an aeronautical scientist who was interested in UFOs (George Earley). He described his reaction to hearing the tape of Hector Quintanilla (at the time, Director of Project Blue Book) interviewing two policemen who had a famous "UFO chase" (Spaur and Neff, April 17, 1966 case). He then described his meeting with Dr. Tom Ratchford and Dr. William Price. Price was, at that time, the Executive Director of the Air Force Office of Scientific Research (AFOSR). This meeting occurred several months after the Air Force was directed by Congress to support an independent investigation of UFOs. McDonald learned from Ratchford and Price that the Air Force was "having such difficulty getting anyone to take on the job of 'lead university' investigator." Since McDonald was a well known scientist and because he had been traveling around talking to numerous people about the importance of a truly scientific investigation of the UFO phenomenon, Price wanted McDonald to agree to travel to any university that might be interested to "help sell the idea in any way I could." McDonald wrote that he discussed the "peculiar past history of the UFO problem and Project Blue Book" and pointed out that the ET hypothesis is hard to avoid. The letter continues (referring to a previous phone call to Malone):

“As I said on the phone, it took a while to realize that we’d had a mis-
impression of what Ratchford’s assignment is. They really seem to be completely
convinced that they must get really top notch principal investigators and then give
him free rein. Tom (*Ratchford*) told me how they’d objected to the Hippler.....”
At the moment I read “Hippler” my eyes literally stopped moving across the page and my
mouth dropped open. I was temporarily in “shock.” I had never expected to find his
name anywhere except in Hawk’s testimony, but suddenly, here he was and McDonald
knew of him! Not only was Hippler a real person, he was a *historic figure*. When I
regained composure I continued reading and suddenly realized the implication of this
discovery:

“.....Hippler’s version of the proposed works statement on the ‘university teams’
approach left too much Air Force control on how it was to be done. It was the
first of June when their objections were met by putting the baby in their own lap.
I’m sure (recalling James Hughes’ phone conversation with Col. Hippler) that
Hippler must have waved it goodbye with no tears in his eye.”

The implication of this was that “the Real Project Blue Book” (MJ12?), through
Hippler, had possibly established control of the search for a university that would carry
out an “independent investigation.”

Now that I knew Hippler was a real person and part of the government UFO
history (and cover up?) I looked him up in a history book, *The UFO Controversy in
America* by David Jacobs (Indiana University Press, 1975). Therein one reads that
“Lieutenant Colonel Robert Hippler ... was responsible for obtaining university
participation in the project.” The book also says that by May, when Hippler was not able
to locate several universities to participate as a team, Dr. Price made an attempt and he,
too, was unsuccessful. Then the Air Force decided to drop the “team” idea and find one
university that would be interested (Eventually, in August, 1966, the University of
Colorado agreed to carry out the investigation with Dr. Edward Condon as the director).

The book *FIRESTORM* sheds further light on the Hippler-UFO connection. On
page 149 one reads that McDonald, “through a high-placed contact, USAF Col. Bob
Hippler, had learned that the Air Force considered the UFO subject a can of worms’ and
that they felt they had a ‘tiger by the tail but couldn’t let go.’ Hippler had told McDonald
that the air Force had tried twice in the past to give the job to NASA and had been turned
down flat.”

This newly discovered reality of “Bob” was added support for H’s story.
Furthermore, it placed “Bob” in the right place at the right time for the “in group” to at
least attempt to exert some control over the independent investigation that was eventually
carried out. Whether he played any role in the Condon study itself I do not know. But
now I eagerly awaited the next installment of the Hawk Tales.

.....

THIRD CONVERSATION

December 19, 1985

H: Everything I have relayed (*regarding Bob*) is from that one visit, what, 1963 or 4, sometime in there.

B: Yeah, you said 1964.

H: Yeah, when I was there I '64. So all I do is relate that plus things that were confirmed by this one fellow (*Dale Graff*) in 1978. So my information is only until 1978 or early '79, that time frame. And what it was is that in '78-79 the conversations were with somebody (*Dale*) completely independent from the other (*Bob. H.*)...(*DG*) who did not know that I knew the other information (*from Bob.H.*). And I tried to mislead him (*DG*) and he corrected me every time back to those facilities. And, uh, I was just curious that then if he said that was where it was, then the information would match... and it did.

But there's one thing that I think Collins was confused on and maybe yourself so let me relate it. When Bob was there talking...

B: This is back in '64?

H: Right, '64. What happened was he was talking about the facility and he was saying "Is this the detachment?" because there was a Navy detachment symbol at Sandia itself. And he (*the Sandia guy*) said, "No, that's not the Naval detachment." He said ... and he named it and I'll be damned, I can't remember it. But he gave the name of the Naval Detachment. And he said that detachment was part of a certain squadron and the squadron was the intelligence squadron in, uh, the Naval Observatory. It was the same one that Bob said he was assigned to. And that was the main headquarters for the project.

B: Yeah, right. Do you remember the Sandia guy's name?

H: No, I don't. He'd be long retired now because he was quite old at the time.

B: He may be permanently retired.

H: Yeah, he might be. Now at that time I would say he was in his middle thirties. And in '64...that's 20 years ago so... no, he was in his late thirties. He was a little older than Bob and Bob was four or five years older than I am. So he would be up close to around 60.

B: I presume that Bob Collins has relayed to you that we found your friend Bob in open history.

H: Yeah, because what he told me his job was...he told me that he was assigned to the Secretary of the Air Force but really his job was with... that he was assigned to work with Project Snowbird... in the Naval Intelligence Group... (*Note: I had suggested the name Snowbird during a previous conversation, so this was not "uncontaminated" information.*) ...at the Naval Observatory. However, he said his job was to be the interface between that and the focal point for the Secretary of the Air Force for that overall activity.

B: Ok, what was his rank when you knew him?

H: He was a Major and just getting ready to pin on the Lt. Col.

B: Because he's referred to in 1966 he apparently was a Lt. Col.

H: Yeah, well he should have pinned on his Lt. Col. sometime in '65 or '64, sometime in there and then 4 or 5 years later he should have made...'68, '69, '70..

somewhere in there, Col. However, a lot of times in the literature people use Col and Lt. Col interchangeably. But anyway, I was surprised to learn from Collins that it did fit.

B: Yeah, we're trying to track back and find out what kind of pressure he was trying to put on the people who were going to do the "independent study."

H: Well, I think the interesting thing is, in view of being in the literature, I think that you can approach him directly.

B: Yeah. That's what we are trying to do.

H: But keeping in mind that he is fully cognizant of the other and has been from the word go.

B: Yeah but we're going to use that as a pretext for for locating him.

H: But he would know that... that you know he was assigned to the real project.

Anyway, what I was going to say is that at the time we drove by the Los Angeles (*Avenue facility*... because we were heading for our plane but he wanted one last look. And we drove back, oh, through the facility and we doubled back through Los Angeles Avenue and then zipped in to the Lovelace Hospital and then back to the airport. When we passed there he was saying he was saying that he was in the facility and asked about it. Then we met the (*Sandia*) guy at the airport. He was delivering somebody else off, and anyway, I don't remember the exact details, but here is the essence of the conversation.

Bob has said that he went in and got a tour of the Los Angeles facility and it was....

B: I take it that he had a rather high security clearance at that time.

H: Well, at that time there was no security at those facilities.

B: There was no security?

H: well, there was a fence around, but no security...

B: Yeah, but I mean they wouldn't just let in any average guy off the street to take a tour of the facility.

H: No, I'm talking about the FAA facility. (*now it is an FAA building*)

B: I know. But what you're telling me is that Bob must have had a

H: Well, I think he used the Sandia guy's name because the Sandia guy said he would contact... So the Sandia guy must have opened the door for him. That's my only guess.

B: Yeah, OK.

H: Anyway, Bob had mentioned to the Sandia guy that he didn't really see the facility in there (*i.e., the special project*) and the Sandia guy said "You wouldn't. It's just a closed door." You know, like you would have a regular secured area door and it had a name on it but I can't remember it...the name of the unit. But here is what I do remember. The guy said that part of it was on the third floor and part was on the second in back of the building. Then he said that the plan was for the building to be expanded in the back...

B: Now you're talking about the Sandia guy who said that?

H: Yes. He said the building was going to be expanded in the back. And that's the one that... he said in 15 years, which would be '79, that they would then move the facility from Albuquerque (*i.e., on Sandia Base*) and consolidate it with the detachment there. Because the detachment had several functions, if I remember correctly there were about 25 people. There were some out there at the contractor's facility who kept the

records and everything and ran the office for the committee. At that time they didn't have any connection with this other committee. Then he said there were some that worked... a handful that worked with the contractor down there where they have the vehicles. And there was a small office staff of three or four out there next to the green building with the tower on it (*on Sandia Base near the solar power tower*). And then there were the handful of doctors and what have you, five plus some technicians that worked with that facility. So all totaled the detachment was something like 25. But the headquarters of the detachment... a formal military place, was at the facility at Los Angeles Avenue.

OK. Bob had asked, "Well, how come you don't move bodies and so on?" And he said, that's later in the planning. Now here's the time schedule I remember. It's like 3 or 4 years, maybe 2 to 3 years. After that initial expansion of the facility and the consolidation from Sandia Base that they were going to put in a cryogenic facility. And then he said that at that time they probably will consolidate everything. Now I don't know how that fits in... That's all I remember of it. So, as I was telling Collins, one of the things you can check on is, uh.... For cryogenic it would have to be liquid nitrogen. You could see if there were any LN tanks around of any quantity or if any of it is delivered there. And that would tell you if that part of the plan indeed took place. But that's all I know about that facility. But as I told Collins, it was a communication facility. As far as I know it's an FAA regional communication center, isn't it?

B: Well, that's what it says on it.

H: OK, well, that's what I as told in '64.

B: Uh, huh. So it was that thing in '64.

H: Yeah. And what Bob did was go out there and take a tour of the facility, the FAA facility. And what he was looking for was the detachment sign and he did find the door and the Sandia guy said "That's correct, that's the door."

B: Oh. So he probably didn't need any clearance to tour the FAA facility.

H: Right, He didn't do the other part. But he took the tour. It was all planned back then. Although Dale Graff told me in the spring of '79 that everything was as I had said. He told me (*what he knew*), and then later on I told him what I knew, and he said, "Yes, it's still there."

B: Hmmmm. And, uh, who is that?

H: Just a fellow who was in the office. He's super, super, super sensitive, but he's the guy....

B: A guy who was in the office where you worked?

H: Yeah, where I worked. He's the guy that... We were talking one day and he said "You should have read the book. Then you'd get some really interesting information."

B: Oh, yeah. OK.

H: And then he told me about this book (*a reference to the "Yellow Book"?*). He said there were about 40 copies but they were all controlled. I asked if it was possible to see the book and he said "No, it was just sent back six months ago."

B: That was in '79?

H: That was early '79. So that means the book was sent back sometime in '78, like either 3 or 6 months before. So, does that match in with the other book? (*I think this is a reference to the Project Aquarius report.*)

B: We don't really know the....

H:the publication date?

B: No, we don't know that.

H: Well, he (*Graff?*) told me the publication was either '76 or '77.

B: Oh, yeah. Right. That would agree..

H: It was what he told me at the time. Anyway, thing that is interesting is that he told me the name of the people, the race, where they were from and a whole bunch of other little things. And when RC was talking the other day about a report he had, and he didn't tell me much about it because told him I didn't want to know, uh, it turned out that ¾ of what he said was the same. And the other guy (*Dale Graff; DG*) said he had read the book. He said it was about a 100 page book. In fact, he said it was over that. He said it was about...let me get back my memory...he said it was a couple if inches thick, hard bound. Now the thing that is interesting is that he said Dr. Cacciopo got the book. It was sent to him.

B: Who is that?

H: He's the Chief Scientist. (*Dr. Anthony Cacciopo, Chief Scientist at FTD, herein called "C".*)

B: Uh, huh! (*Note: Collins knew C but had not yet approached him on this subject.*)

H: And, when I talked about the committee meeting, or what have you, (*i.e., the committee in charge of UFO/AFC research mentioned above as meeting in a lodge at the northern edge of Albuquerque near the tramway; MJ-12?*), he (*DG*) said he had accompanied him (*C*) out there to these meetings.

B: This guy you are talking about *DG* had accompanied Dr. *C*....?

H: Dr. *C*. And he said *C* had attended these meetings. So what that tells me is, I suspect that Dr. *C* is a member or a chief advisor to the committee. Because that is the only way *DG* knew all of that information that matched with what I had known. And did Collins tell you how he tried to mislead him?

B: No.

H: OK. When he first mentioned it I thought, are you trying to pull my leg or what? So he told me about the expressway that was put in and how you could get there much faster than the way I had described (*expressway = then-new interstate highway 25 in Albuquerque*). Well, I knew where some of the Indian facility and meeting houses were and I said, "Oh, you mean there," and I described everything and he corrected me. He said, "No, you take this turn, you go this many feet, you turn, you come right by..." and he named the street and a little dirt road that leads right to the contractor's place. And, for the fun of it, I remembered the instructions at that time (*the next time he visited Albuquerque in 1984?*) and I drove right down exactly the way he said and it was the same place. If you notice it's all out there by itself.

B: Well, now, the contractor place?

H: Yeah. Not his office, but the other... there's a few trees and a farm-like building and some construction equipment and these little huts – sheds....

B: You mean along Louisiana Ave?

H: I don't remember it's the one that's just off the edge of the runway of that little airport. And if you looked there was a taxiway... dirt...that ran from the runway right out to that place and he had an airplane over there.

B: Yeah. I was at Albuquerque a couple of weeks ago and went around and found some of the places you have been talking about...

H: You didn't find that place?

B: I found the airport, of course.

H: From the airport and to the north from the airport toward Sandia Peak is where that place is, by about half a mile, a quarter to half a mile.

B: What I remember is that it is a pretty bare area up there.

H: Yeah. It's the only place that's there.

B: And I remember that there was a house and right next to it was a Quonset hut that was full of old junked cars. It looked as if some guy had taken over a Quonset hut and used it as a storage area or junk yard.

H: Yeah, but there should have been about three of those buildings.

B: But I only saw one. I'm not sure exactly where that was. It was somewhat toward... it was between the airport and Sandia Peak but I don't know exactly how far.

H: Oh, no, no. This is right at the airport, right at it. It's not more than a quarter of a mile off the tip of it. It's all by itself. And there's a big radio mast there. And, uh, it was the same in '84 as it was in '64 except they had one more building there (*in '84*).

Now, what DG told me, and at that time I didn't know it, is that they had a whole craft in there. And it wasn't...until Collins just told me...confirmed they had a whole craft. But he (*DG*) said that's where it was. And then he said they had parts of 3 or 4 others in some of the other ones, but he said that's where they keep all the materials that they obtain. They send samples out for analysis and various other things, but that's where they crashed vehicles are located...or at least that's what I was told.

B: Yeah, right.

H: Like everything I say, I'm...except for that one shoot-down where I was in the COC (*Command Operations Center?*) everything else is what somebody told me. But, anyway, it doesn't sound like you found the right place. I don't remember any junked cars.

B: Well, it's conceivable that I didn't find the place because I was not right off the end of the runway. I might have been a mile from the airport or so. I wasn't exactly sure where to go from the map you had drawn. It looked to me as if it were right down Louisiana Ave. from the FAA facility. And that's where I went.

H: Ok, well, you go down Louisiana... it's pretty close to there but I can't really remember...Did you get all the way down to where the Indian curio shop is?

B: I didn't see anything. Louisiana Ave, just sort of dies out.

H: Well, then I got the wrong road marked because I didn't remember. But this other road, although it doesn't look like a road, comes through there and when Bob and I came back he said, "Well, it looks like we can drive on down and come up." "But if that road has since washed out, uh, there is no bridge across it. So you have to go down to one of the other roads and come back up. Otherwise they dead end on the other side of this wash plain that comes down from the side of the mountain. And the roads and everything are just washed through, and there are only one or two overpasses. And if not, all the roads just stop before you get there. Now at the time it went through there were still remnants of a road. So we went ahead and did it. Otherwise, when I was out here in '84 I had to go around. OK?"

But there's an Indian curio shop. Yura(?) it's called. Ok and there's a road right behind it. OK, in other words, you have the curio shop, and then you have a fence. But the only way you can get to it is to take the road on the outside that parallels the expressway...the blacktop road...before you get to the curio shop on Tramway Road. OK? And then you turn back and at the first opportunity you take the first dirt trail. That's all it looks like, but it's a road and it goes right around the airport to the end of the runway. And you'll see as you go along, there, there's a radio antenna, a few trees, not much but for that area its strange to see trees, and it's a big place...I'd say five or ten acres and there's a house in the back and then these sheds in the front and a small airplane hangar...for a small plane. That's the place. Now there are some other places where they got the junk yard and sheds that are between there and LA Ave. and that are to the north and along Tramway, up in that back area. Those are old ranches in there. They sold ranches out in the middle of nowhere which were five and ten acre ranches. And some people built on them and some haven't. And some don't even have roads out there any more. But there is a lot of that around. It doesn't sound like you hit the right place because you're not describing the one I saw and the one I saw in '84, except for adding one more shed, was the same as I saw in '64.

B: Well, it's entirely possible that I wasn't at the right place. So when get out there again I'll try to... I did find the contractor; I found the clubhouse, found the building on Sandia reservation with the little guard...

H: With the double wired fence around it?

B: I don't remember a double wired fence, but I do remember... I have sort of driven in there. I was, in '84, myself, driving around the area looking for the area where the Coyote Canyon incident occurred. (*Actually, the landing I was investigating occurred in Laurance Canyon, as marked on Hawk's Map B. You have to go through Coyote Canyon to get to Laurance Canyon.*) While aimlessly driving around (*on the paved and dirt roads south and east of Kirtland AFB*) I drove into that area, through the fence... the gate was wide open.

H: Right. I was there in '84. The gate was wide open. All full of weeds...

B: Yeah, right,. I looked back there and I said, "My goodness, this looks like a farm" because they had building back there (*i.e., in the back or east side of the fenced area*) that looked like they might have livestock in.

H: Right. Now that's the buildings that had the livestock that I was telling you about...that had the sheep and the other things. The building on the left was where they had the radiation and that's where I was at. There should have been a small building for administration and then this building with the guard tower in the corner.

B: Yeah, that was the building on the right side when you went in.

H: Right: And then there was the guard shack right up front, on the left as you came in.

B: I don't remember that...

H: Well, it may be back, maybe it's not there any more... 'cause it was a small building.

B: Well, they don't have any guards there now.

H: Right. And that's where they stopped us and then whatever. Well, anyway, it was the second building. It was where Bob went in and then he came back and the other guys

told us that was where they had them (*bodies*). And, uh, that's where it was ... where they did all the analysis, had them in formaldehyde tanks, and all that good stuff.

B: Well, now, last time we talked you were about to tell me how weird area 51 was.

H: Oh, yeah.

B: Now, that's the place called "the ranch," isn't it? Nellis Air Force Base?

H: I don't know. Out in Albuquerque the ranch is the McCormack Ranch.

B: Well, I mean at Nellis AFB.

H: I'm not really familiar with Nellis or that area. But there's a ranch that's north of there.

B: I'm talking about north of Las Vegas.

H: Right north of Las Vegas. As you go out you hit the Nevada Test Site (NTS). It is almost like a great big rectangle. Now, on the lower left hand corner toward California is the nuclear propulsion facility, the old one. I think that's since been abandoned. Then north of the NTS is a huge open area which is the test range for air combat. If you go from the NTS down the highway toward Las Vegas, not too far from the NTS, there's the Indian Springs...

B: Indian Springs. That test area I think is called "the ranch."

H: OK. That's the one I always thought they referred to as "the ranch" and then there's a ranch surrounding Indian Springs. OK, if you imagine a rectangle and get a restricted area map you'll see the NTS on it. In the upper right hand corner about 1/3 or 1/4 the size of the NTS there is an area called Area 51 (A51). Most people don't even know that it goes by that name. Now if you look on the state highway maps, there's a highway, a major highway, that comes down to the corner and then it turns at almost right angles from the north I think, Acro (?) ... in that area.

B: I don't know. (*Note: A map shows US 93 meeting US91 at right angles at Moapa, about 50 miles northeast of Vegas. Don't know if this is what H was referring to.*)

H: I may have the wrong name. If you continued on that, on a dirt road, you'd have to cross over a mountain range. Then there's a big long valley. OK, that valley runs something like northwest-southeast. That is the valley. Then you come up over another range and you come back down and you're at the NTS.

OK, I'll tell you the following story and you can take it from there. In 1965 or 66 I was working at ESD and this is when some of the planning was taking place to create the Air Force facility where they do the dogfighting. I forgot the name of that. It's where they have the red and blue (*teams*). They fight with fighters and all that kind of stuff. What I was told is this: that it would never fly because he said to all of us on the committee (*to plan*) and he said "I can't tell you anything," but he says "It'll never fly because people will be too close to and overfly Area 51." And they would never allow it. And we said, "Who has control over A51?" And he said "The Secretary of the Air Force." And that's all he said.. it was a special project of the Sec. AF. OK, and, uh, it did turn out after much consternation, but I understand, and I asked somebody and I said it looks like its going because of publicity in the paper and so forth...

B: Publicity in the paper?

H: Publicity that the Air Force was going to set up this range to train combat pilots in actual flying... because they were expecting some people to get injured and crash and so

on. You know, the accident rate would be higher because they were would doing actual combat maneuvers. And, I understood after talking with people a year or so later that yes, there had been special arrangement that missions wouldn't take place unless that valley was cloud covered. Then they could have a mission, otherwise, no. And there would be very strict control and monitoring of any flying over there. And that's all I know about it.

In 1969 or '70... and I was injured in... yeah, I think it was the spring of '70 , we had to set up... They were doing underground shots and we were monitoring it from the seismic standpoint. (*Note: this refers to underground nuclear explosions.*) We had two projects under ARPA (*Note: ARPA = Advanced Research Projects Administration; present name is DARPA = Defense ARPA*) I had an ARPA program. And we went on that site and I may have the order mixed up, so I apologize for that so, I'll just describe each one as an independent thing.

One of them is that we had to set up some seismometers within a certain range from the underground shot. And in this case it was "a shot" buried in granite in one of the mountains. Our equipment was strain gauges to measure the deformation of the earth. And then one of these projects we wanted to set up a seismometer just north of the event. OK, this put us in on the ranch area that was just to the left (*west?*) of A51 and what the guard (*at some fence around the area*) said was that there was no reason for being up there or that you could go and set up the instruments, what have you, but what they told me was that the technicians had to get out of there before 10 PM because he said people have disappeared.

B: (chuckle) Oh yeah?

H: So,... and we said, 'cause its really pretty desolate, and if you've ever been out in that part of the desert its pretty lonely. OK, he got out there...

B: The technician?

H: Yeah. He set up our seismometer. Now, he crossed one valley and there, uh, there's a big high plateau..

B: He's driving alone in a jeep or something?

H: No, he was in a four wheel drive truck.

B: But he was alone?

H: Yeah. Most of our seismic technicians always operated alone. But what happened was that... no, I take it back, They were in pairs. I have to get my memory... they had two vehicles. But they left the plateau which is just north of the test facility. So that would be the left half of the site. And they crossed the mountains and they went to the other side to set in some instrumentation. Because we had two sets of seismometers. So, one guy's truck, he had a little bit of trouble with it, so he said, "Why don't you go on, " so they'd know that we're out. " And I've forgotten how it was. He stayed on and the other guy started back to finish up. This guy left about noon. Anyway, what happened was it got dark and we got calls back from the guards, back to Washington, from the site because the guy didn't come out. OK? They said he was probably going to be lost forever, That was the end of him. And they were all concerned and quite upset. Well, the next morning we got a phone call and the guy says "I'm out."

B: You were back in Washington DC at the time?

H: Yeah, he called back, 'cause he always called back.... Well, he actually called back to his company. We had a contractor down in Dallas, Garland (Texas), to be exact, and the project officer there called me and said "he's out."

So, I met him later and I asked, "Did anything strange happen or what was all the concern about?" and the only thing he said was that he had finished up late and he was driving along and had his headlights on and everything when all of a sudden his lights went out and the engine went dead, a typical UFO story, Ok? And this was 11 PM. And he said no matter what he did or what he tried to do nothing happened. So he was making the best of it just sitting there and then about 2 AM all of a sudden his lights came on. So he started up the engine and drove on out. And he came out just before... just after daylight. And the guards were all shocked to see him. End of story. There isn't much else to say. (*Note: this event and even H's retelling of the event preceded the stories of A51 weirdness after Bob Lazar wasn't public.*)

OK, later on, on one of the other shots I went out and we went in ... and that was interesting because we went into the test chamber where they dug the facility for the physics shot and that was an interesting tour itself. But anyway, we got in on the test site. And to drive that site, it was about 100 miles from north to south. It's a big site.

B: Uh, huh.

H: And there's a highway that goes right up the middle of it. And when you get way up there past where they do the underground shots of the alluvial shots, the road curves off to the right. Now, as it curves off to the right and you're coming up the valley you're going toward the head of the valley and you keep getting to higher and higher plateaus and that means really high plateaus. OK, and all of a sudden we hit a gate across and the guard that was accompanying us, he was in another car in front, and he opened the gate up and we went on then we hit another gate. And there were great big signs and they were freshly painted, and all the time he says, "You're going up in there?" And we described where we were at and he said "I don't like it. I just don't like it." And, uh, he was real nervous. So, anyway, what happened is we get up there and here are these two big signs. And the road is paved from that sign on. It goes right up the mountain towards A51. So we were like 30 miles from the top of the ridge, maybe 40, and we could see the pass up there. And there was this big sign and it gave all kinds of huge warnings. It said you are approaching A51 and so on. I've forgotten all the details. But it said you are approaching you will be entering A51, all kinds of warnings that you could not go to A51. Mind you, this is after we went through two locked gates to get there! Anyway, we went on up there and we turned left and went on up an old trail to one of the old abandoned gold mines. And that was an adventure in itself. And we placed our seismometers in the mine, you know, way back in the mine shaft. You know, you have to get a quiet place with good rock. And it was getting kind of late because we were having trouble, which is often the case, balancing them, 'because they are very, very delicate. So it was taking a little longer and the guard just said, "I can't take it any longer. I've got to leave."

B: (chuckle)

H: And we said, "Well, why?" And he said, "Look. People have disappeared up in here. We have had numerous guards just literally disappear up in this area after dark." So we didn't give it any thought, but I've never seen anyone so antsy and nervous in my life. Anyway, he said he was leaving and he would go down to the second locked gate. He

said, "I'll leave the first one open for you. Just lock it when you get there and I'll be past the second one, which is kind of down, you're out of the plateau area, "Because I'm not staying around here."

So, he took off. Well, it got dark and just as we're coming out of the dirt trail, but we still had another 30 miles or more to go on the paved part... You see, we didn't head for A51. We turned right to get back and, uh, it took a while, I'd say a good half hour to 45 minutes from there to get down. And so then we stopped and closed the gate and came down. But we're still up on a high plateau. And we looked down there and there was a car. And it looked like somebody was pacing back and forth in the headlights. It looked like somebody was pacing back and forth like a wounded animal. So as we got closer we realized it was the guard. And when we got there, my God, he must have had four packs of cigarettes. Just chain smoking one after the other and he said "You're alive!" And we said, "Yeah, we didn't crash or anything." And he said, "No, no, that wasn't what I was worried about" or Area 51. And then he asked, "Did you see any UFOs? And we said, "No. Are we supposed to?" And he said, "They're always up there. They usually come in about 10 o'clock to 11 or sometimes a little later... like midnight.. and any guards that have been up there have disappeared.. But they could see the lights and what have you from down below." And, uh, he was literally amazed that we didn't see anything or that we even came out. End of story.

(NOTE: *It is not difficult to see the parallel between the nighttime guards near Kirtland and Sandia not wanting to be out in the desert or McCormack ranch at night and the guards near Area 51 not wanting to be out at night.*)

B: You just happened to be there on a "down" night.

H: I don't know. That's all I know about it. And the other guy, you know, his vehicle, the UFO stoppage of his vehicle and then it started again. But he didn't see anything and didn't expect that he should. But he wasn't looking either. And neither were we. We were just interested in getting the seismometers in the ground.

But anyway, it was 1977 or thereabouts...I could be off a year or so...and Bob Collins knows her...he's trying to get more information from her. There was a guy waiting to get cleared in (*into FTD*) to work with Pamela C.... and Ray J... and P and R were in the holding area... and I don't think R was there that day. I think it was just P. But I used to go out and talk to them (*i.e., he would talk to the interviewees*) just to boost their morale. OK, and while I was out there we were talking about, would he ever get cleared and what have you. And this guy (*not RJ or PC*) told the following story. He said he doubted that he would ever get cleared or that he'd ever hold another job. And we asked why. "Because," he said, "I worked in Area 51 but I couldn't take it any longer."

B: (chuckle) now, this guy is trying to get a job at FTD?

H: Yeah, and we asked who did you work for? And he said that when he went to quit they said, uh,...he wrote it all down for a security clearance. But, he said the Defense Investigative Agency (*which does clearance investigations*), they (*the organization he worked for*) won't tell them (*the Defense Investigative Agency*) what's going on there and they (*Defense Investigative Agency*) won't be able to verify anything. He said when he left the company, and I don't remember the company, he said it's a fake company and they've even set up a fake stock on the NY stock exchange. He says its

completely fake and that he really worked for this other company and they had the contract to do the work at A51. But they told me, he says, is what it always is, is you never quit there. And he worked there for seven years. And they said he would never get another job because he would never be able to confirm anything. And they said as far as they were concerned he was non-existent. So what happened is that one day, all of a sudden he disappeared. And he didn't get a clearance because, they (*Defense Investigate Agency*) said, he had a seven year gap in his record. And they said that, uh, he just disappeared one day, he just was no longer at work.

(Note the parallel between the "contractors" that were set up as a "front organization" in Albuquerque and the company referred to here.)

B: He was working while awaiting a clearance? *(Note: this is standard procedure; one works on unclassified projects while awaiting clearance to work on classified projects.)*

H: That's correct.

B: Yeah, well I presume he was on the face of the earth somewhere.

H: Yeah, but beyond that I don't know. All of a sudden he disappeared. Anyway I relayed that conversation to Collins 'cause PC was down one day and PC remembers it... PC said the real company he worked for was BDM Corp (*a well know defense contractor*).

B: Oh, yeah? Is that so? *(Note: I had had some dealings with BDM myself related to Navy work.)*

H: So, you might want to talk to PC, quite a character. Used to ride bikes and ride herd with the Hell's Angels. That would be quite a story in itself. Anyway, PC works for TRW out in California. But they have a contract with FTD and every once in a while PC gets here.

B: TRW in L.A?

H: I don't know. You'd have to ask Collins. Anyway, about 6 months or so later this other incident took place before PC got married. And one day, I've forgotten when it was, PC wanted some leave to go out and meet C, don't remember his first name, at Nellis AFB. He was out there in the Air Force training. He was a back seater in an F-4 and they were training for combat. You know, whatever that school is out there. I forgot. There's a special name for that school. Anyway, PC told the following story when she came back to FTD.

As I remember it, PC said the following: C's buddy was named Charlie and he flew the F-5 which as supposed to simulate a MIG. OK, they were out on maneuvers and what have you and C said he had to leave and go back to Nellis because they were running out of fuel. And Charlie said he had a lot of fuel and he noticed A51 was cloud covered and everything and he says, "The hell with all those, I'm going to take a peek." So, they were on intercom and C was up high, because they were trying to conserve fuel as they came back. They (C) weren't on the deck. And old Charlie went on the deck (*low altitude*). And he skipped through one of the passes. And all C heard on his radio, 'because they were on. Um, what do you call it when they have close-in, like intercom....

B: I don't know.

H: Well, there's a communication channel that only has a short range when they talk to each other. Anyway, he heard over that channel, "My God, you wouldn't believe

here.” He said, “My God they’re going to come up after me.” And he said, “I’ve got to get the hell out of here.”

Well, by this time C was just on final approach and had just rolled out, C did, and lost communications because he had let down in altitude. He landed at Nellis and they had just taxied into the squadron and had just climbed down out of the cockpit when they looked up over the horizon and here comes Charlie, full throttle and he landed with full throttle on and he came roaring up and pulled up beside them and was white as a sheet and was trembling so badly that he had to have help getting down out of the cockpit. And he was standing there dumbstruck, just getting ready to say something, when all of a sudden out of the squadron area, which is secured and is supposed to be squadron personnel only, was a major in a black Air Force uniform. Otherwise it looked like and Air Force uniform, except it was black...and two attendants. And they were...you know, this sounds real bizarre...

B: Is there an official black uniform?

H: No, only the dress uniform. But this was like the regular class A...

B: Is the dress uniform black?

H: Well, in the old days there was one, but it was a regular form tux. This was a Class “A” uniform, OK, but it was black or else it as extremely dark blue, nothing like the Air Force shade. And he said he was a Major so and so, which I forgot the name and that Charlie was to say nothing and was to come with them. Charlie disappeared then. And when Charlie showed up the next day or the day after, I forget which, he knew nothing, saw nothing and nothing ever happened. So that’s all I know on that.

Now, there was a newspaper account of a woman over near Nellis AFB that was on a camping trail, and what have you, up toward A51. And I remember the newspaper account telling of it because it was said that all of a sudden she saw...UFOs and what have you, you know, landing and what have you, and that she had a visit from a Major in a black AF uniform. And the name was... it was a long phonic (?) name, it started with an R, if I remember, that same name was the one that PC had said this major said who he was (*who talked to Charlie.*)

B: Um, hmmmmmm

H: OK, s what happened after that, because she was talking about aliens and other things, and she was told to hush up by this Major and what have you, and she reported that and then all of a sudden there was a barrage from all kinds of press. They called her crazy and that there was no such thing as a Major and all that and all she wanted was publicity and she couldn’t be believed there were a whole bunch of attacks on her. And I remember those newspaper accounts. It was in the 70’s, but after the incident that C was talking about. So, that’s all I remember.

So, whatever is happening up there is strange. But the official story always has been from year one that that is where SAC (*Strategic Air Command*) trains its B52 crews to off-load its nuclear weapons. Yet, I’ve talked to many a SAC crew, many of them, and nobody has even heard of A51, let alone ever gone there.

B: How about Stealth?

H: I don’t know. But Stealth craft wouldn’t scare the shit out of Charlie.

B: (chuckle) but maybe if some guys got in their planes and started to chase him out of there... the thing is...

H: I don’t know.

B: I think that just looking at a Stealth plane from a distance wouldn't do you much good...

H: Now, Charlie went over the valley he says... what PC told me.

B: I take it there are no commercial routes that go near there.

H: No, in fact, what is amazing is how isolated this A51 really is. And there's no commercial airlines allowed to have routes near or over it. And it's about as isolated as... And it was set up early in the '40's or '50s. Set up many years ago, long before satellites ever came into existence. And long before Stealth was even conceived of.

B: Yeah, right.

H: The original Stealth work was done right here at WPAFB anyway. I've talked to some guys on that. You know the radar? A lot of the research was done here. And I've talked to guys who worked for me who were on the original work. And the RPV and other work were not done here. The only thing that makes sense, and now I'm digressing from what people told me, its only conjecture... Let's assume they did get a craft back in... a few years ago... and let's assume there is a project to develop a vehicle and understand it ourselves. Let's make an assumption that this vehicle is not very effective. I mean it doesn't have the same performance. But they have got one to fly or perform...

B: Um, Hmmm.

H: And that she's got a large radiation field.

B: Um, hmmm

H: Uh, then what you could be having is flights at night or flights through the valley when it is overcast. And the research is done, the flight activity is done at that time, and that the whole area is, in fact, a Manhattan Project in that valley. You know to build a UFO type craft. OK, that's one conjecture. That would amount to why these guys disappeared and what have you.

B: Well, now, you day disappear...

B: Well, the guards told me physically disappear...never came back.

H: They have families?

B: They have families and what have you. But he says there were a good number of guards who disappeared. Some of them have attempted to go to area 51 out of curiosity and have never been seen again although they have found their abandoned vehicles up by A51, up along that road. And what the other guard was telling us about the other guy that they never saw (*the guy who didn't see anything but his jeep stopped*) and he was just one valley over from that main ridge of that A51. That was where he was at. And he (*guard*) said he'd (*the guy who placed the seismometer*) never be seen alive again after it got dark. There was no requirement that they be out. It was just advised that they be out of there. Like I say, there was no official requirement or regulation.

B: You had been telling me about the guards at Kirtland whom you talked to in '80 or '81 where you said you were at the ranch at Kirtland....

H: Oh, we were at the McCormack Ranch and, uh, you know where you are at the solar power tower? Well, you go past that and turn left and go out across the direct road over toward the Indian Reservation that's just down from the Lovelace Laboratories. That was the entrance to McCormack ranch. McCormack Ranch was that whole plateau of open desert there. That's where we had out facility, where we were testing. And some of these, they weren't guards. They were, uh, they said they won't guard it at night.

B: Now it seemed to me that you told me that one of the guards had said that he had been a guard at that installation in 1964 and...

H: No, no, Tommy was a caretaker for the UFO people, the facility there.

B: You mean the FAA thing?

H: No. Yeah, but not at the FAA but at...

B: At Sandia...

H: At Sandia where that little green building with the tower on it was. He was the maintenance man and he worked for them. And he said he saw bodies and everything and he, uh, I described and then I didn't describe... In other words, I mixed it up. But he confirmed and said I was right about the one part and that was the part that I knew was correct. And then he said they moved and that moving is what matched in with the time schedule. But I didn't tell him that I knew about the time schedule.

B: You know if he's still around?

H: Yeah, but God he's weird.

B: Oh yeah? I presume anybody would be under a situation like that.

H: He's a wiry little guy and an official lion hunter guard.

B: Lion hunter?

H: Mountain lions. He hunts mountain lions.

B: Is he still a guard out there?

H: No, no. He was not a guard. He was a maintenance man.

B: Ok, I see what you mean.

H: You see, what happens is that at night if they have a test project the guards won't guard it. So what you have to do is take the technicians and engineers and whoever else is on the project... It is up to you to take care of the security of it. And what they told me they do mostly, if they can get by with it, they either block up all the windows in the trucks or won't open the doors or, if the project is covered they'll go inside and lock it from the inside and stay there. They won't go out at night.

B: Does Ray J know this guy Tommy?

H: No. He works for this guy, Danny G. And Dan works for the University of New Mexico. And they're skittish as hell to talk to anybody about anything. The only way that would happen was if Ray would get their confidence. Now Danny was the one who told me, he told me the spot where the landings were in it. I was looking at a contour map to find the "best fit" to what Danny said about where they land and there are old mines up there. And they try to go to those. And they are up on the ridge line but never over on the other side. And he said they're real frequent there. And they're up behind Manzano. And up from that school... Paris (?) School.

B: What school is that?

H: Well, it's a school for training people for nuclear transfers and what have you against terrorists. And that was the facility you were talking about. And that's what Danny told me that was. And they're putting up new test facilities in those valleys. And there's that one box canyon. Now, that's where you said the report was sighted (*Laurance Canyon just beyond Coyote Canyon*). And that's just exactly where Danny had said they were frequently there. He said they won't go up there at night and when they guard they guard down by the road. All they do is, if they have to check the buildings, they go up and check and get the hell out. So, what it is is that in your report, it could have been either of two things. It could either have been on the report, the way it

was reading, that they were trying to, uh, spoof or lead you away, but it's more likely to be is that, they really didn't know which one (*which building or structure in the canyon?*) you were talking about because there was a hell of a lot of other ones. And therefore in fact, if I read it in that form it all fits straightforward. It just had to be that some external guards saw those, not ones that are there all the time, and so they reported it so the whole thing became an incident and so, when others that knew tried to recreate, they wouldn't know which one you were talking about

B: Well, I think in this case the OSI investigator (*Richard Doty*) located the original witnesses.

H: He probably did, but, uh, like I say, those witnesses were probably just, uh, not old timers.

B: Well, uh, I've got to go...

H: Well, I don't know if I've been any help or not, but you might try to talk to Pamela C.

B: Yeah, I'll try to get some information on that and..

H: And the other one, on that FAA facility, you might try to get a tour through there and see if you can find a closed door. Because that's what they told me it was and it was a small ... You know you would not need much of a facility for 23-30 people.

B: Yeah, right.

H: And, uh, they moved into the facility and I thought to the second floor in the back. It's built like an L.

B: By the way, some time ago you mentioned a special meeting in Albuquerque in the late sixties that involved your friend Bob.

H: Yeah. A guy told me about that. I don't know how it came about. Anyway, what it said was that there was a big flap in 1968. You can check on that. But what it said was that there was, all of a sudden, some high level government concern about the hostility or intent of these UFOs. What he (*DG*) said, and I think they used the number 5, but I'm fuzzy on that number, when they buzzed and harassed the White House at very low altitude. (*5 objects buzzed the White House?*)

B: In 1968? (*Note: it was widely reported in July, 1952, that flying saucers or at least anomalous radar targets, were in restricted air space over Washington, DC. I know of no such reports for 1968.*)

H: In '68. OK. Right after that there was a major crisis in that the entire major government functions associate with the project met in Alb and the person that attended for the Air Force was Bob. OK. And what was interesting is that the other person didn't know what Bob had told me (*So DG was not aware that H knew of Bob's involvement with the "real Project Blue Book."*) And he said that was the person that was out there representing, you know, the Air Force, a Lt Col., Bob. And I thought; now that's interesting. And then DG old me, described to me where they met. And, lo and behold, it was the same one the other guy told me, which was the lodge. And so that's all I can say about it.

Now, the only thing I know is that something caused a national concern at the White House level.

B: Well, of course, in '68, if there had been UFOs flying around the White House it would have made the papers, I'm sure.

H: Well, you might be able to check it out.

B: Well, '68 was the time when the Condon study was going on. There may have been something.. Maybe they were afraid there was going to be a leak or something like that. *(Note: Directed by Congress to support an independent investigation, the Air Force, in March, 1966 convened a special panel of the USAF Scientific Advisory Board (AFSAB) under Dr. Brian O'Brien. The panel commended the Air Force on its Blue Book operation but also recommended an independent study. The recommendation was sent to the Secretary of the Air Force who then sent it to the Air Force Office of Scientific Research (AFOSR) for implementation. As you may recall from earlier in this article, Bob Hippler was working for AFOSR. He was given the job of finding universities that would carry out the independent study. Bob apparently wrote a "statement of work" for the independent study that was too restrictive. The University of Colorado finally accepted a less restrictive contract in August 1966. The first installment of funds, \$313K, covered the period from 1 Nov. '66 to 31 Jan '68. Then there was an extension that brought the total cost to about \$550K and the final report was complete in October, 1968.)*

H: There was something that caused national concern for the committee to meet and Bob was one of the main kingpins.

B: Well, it sounds to me like he became a committee member.

H: Well, he might have, or he might have been the only AF representative. Now this is also when Dr. Cacciopo went out and DG accompanied him. But DG was not in the meeting.

B: But DG knew what was going on?

H: Yeah, 'cause Dr. C told him. And Dr. C let him read the book in '78 and he told me in '79 what was in that book...pieces of it *(Note: this refers to the "Yellow Book" as discussed in "Extreme....")*to the name of the ..starts with an E, the name of the people. *(Note: the name beginning with an "E" may refer to the term EBE – extraterrestrial biological entity – which first turns up in the Eisenhower Briefing Document that was mentioned briefly at the beginning of this article. At the time of this statement by Hawk, only Bill Moore and Jaime Shandara were aware of the EBD, but they didn't know who Hawk was. The EBD didn't become public knowledge until over a year after this interview)* And it said they had 5 and some whole, I mean some live ones. And they were holding one. He gave a name, but I can't remember the name. He gave me the alien's name, but I can't remember it. And, uh, he said where they were from. And then something came up and our concentration broke. But he started giving the early history from 10,000 years ago to the time of Christ and some other things and where they meet. But he was telling me some of the history. But he said that the book is from year 1. A compilation of both the observations and everything to date of what the project knew as well as what the aliens told them. And that was what was in the book,. And he said it was a thick book. He said it was about 2-3 inches thick.

B: Do you remember what he might have said about where they had come from?

H: It was a double star, or a double sun or something. I don't remember. I'm afraid I don't. I just don't remember that. I'd know the name. It did start with an E. I don't remember too much because he had started to talk about that part when the conversation broke. And then he got with me later and said the book has been sent back, but maybe I can get the book and you can read it. I wish now I had. *(Note: Collins had discussed*

some of conventional ufological knowledge, such as Zeta 1 and 2 Reticuli, with Hawk, so he might have picked up the double star idea from that. Note that Hawk had never seen actual documentation on what he said about the contents of the book. He only knew what he had been told.)

B: If you had you probably wouldn't be saying anything about it.

H: Probably, wouldn't be able to.

B: I suspect they keep track of everybody who reads it.

H: Yeah, and, uh, well, I'm sure that I had asked everybody I came across, "Is this classified?" Every time I got the same damn idiot treatment of saying, "No, we're just talking." And, you can't classify something that doesn't exist. If it doesn't exist you can't classify it.

B: That's one way of putting it.

H: Well, I think that's how they do it at the very... If I think back that's how they might have done this on the very low level. And the real highly classified report, uh, straight control, that's probably all highly classified at the high level. But they keep the classification to a very tiny bit and that how they do it. It's just that they did not deny its existence.

B: Well, it's hard to deny something that's reported by hundreds of thousands of people.

H: That's what's making their project a little more difficult. However, they have been able to hide their involvement.

B: Can you hide in plain sight that is the question.

H: Well, they've been doing it very successfully.

B: What they have been hiding, you see, from what you're telling us and what we have found out independently is that they are hiding the hard stuff and until you've got the hard stuff you can't prove anything.

H: Right.

B: It depends upon what you demand for proof.

H: You know, the only one I thought was interesting and strange was the President in that one little speech a couple of weeks ago. (*Note: this is a reference to Reagan talking about how the world would unite against an extraterrestrial threat.*)

B: Yes, that's right.

H: It struck me right out of the blue. Either that or he's doing one of two things. That he's playing a real tight coy trick. You notice what he was, the overall concept was, that we're humans in it together and there are other aliens. He more or less said it.

B: Right.

H: And then he said if they were of danger or hazard to us maybe we'd all unite together. But that conclusion has never been reached, as near as I can tell..... that they are dangerous, although I was there when they shot down one of our guys.

B: Yeah, but that was not exactly unprovoked.

H: Yeah, not when you fire 102 mm rockets at him.

B: And that wasn't the first time either. We've come up with other situations.

H: Yeah, that was '58 or '59.

B: Lots of stories have come out of the woodwork and have been collected over the years that have been unproven because there's no way to backtrack.

H: Well, if at the time I had been curious or had written it down, then you would say, "Here it is or there's the story..." The diary would be the evidence. As I told Collins, And he says, well you can't prove this and you can't prove that, and I said, well, Bob, don't try. If I were a reporter and it were told to me it would all be first hand evidence. But since I'm not, so it's second hand. And since it becomes immediately second hand and you cannot validate anything and there's no easy you could, unless you talked to the same person. The only thing I can do for you, I said, I'm willing to give you the information on one basis. If there's any substance to it the consistency of it will hold together. And it will give you a place to look and sort and see information from another viewpoint. And I said if that's helpful its fine. Because I said you can't prove anything.

B: Well, we've already established a few things based on what you said.

H: Yeah, and that is interesting because you did get a tie in. What I said was, once you get the infrastructure and how it all fits and get a pretty good evidence of it, and when things happened in the history and then once you break that open, then you probably well get all kinds of people to come forward and validate pieces of it or correct you. Until you finally get the whole story. And I said otherwise it will never come out. *(Note: this is the Woodward/Bernstein approach driven by "Deep Throat", now known to be a formerly top level FBI employee (Mark Felt). Note also that, as demonstrated in "Exempt...", a few other people have come forward over the years, but not nearly enough!)*

B: Well, we'll keep working on it.

H: I suggest you get a hold of Pamela C and see if she remembers the guy from A51 *(the pilot who over flew A51)*. I only bring A51 in because of the incident by the guards implying UFO activity. And other than that, the only other one was the Major in the black uniform that fits that one newspaper article in the series thereafter belittling the woman. If you can find those articles and information then you might be able to talk to that woman. 'Cause she was badly attacked by the press.

B: And you said that was when?

H: It was within a year or so of the other incident. And PC could tell you the year of getting married so could you could lock down some date. I only put it in, as I said before, not in story telling, what people told me, but in the class of bizarre incidents. It's bizarre.

B: Yeah, right.

H: And I can't think of anything that would scare the shit out of a fighter pilot unless he though he was in bodily danger himself now it could be something that put him in that sort of personal fear. But as soon as he broke through the clouds it was just one of "Oh my God" and then shortly after "They're still coming." Maybe you could talk to PC and maybe even to Charlie, if he's willing to talk. But maybe they scared the crap out of him.

B: Yeah, if he can be located.

H: And, as I said, PC remembered the story and Collins said she was going to try to get the information.

Well, anyway, good luck in your quest and if things that Collins tells me bring back memories or if I can remember dates or names of.... Because some of these were told to I but I just don't remember them. And what happens, in the conversation... I just kind of lay there in the early morning and just kind of relax. Then I envision in my subconscious.....All of a sudden it will come forward and then I'll remember the conversation or that piece of it.

But we had spent quite a few hours with that Sandia guy. He's the guy who had fed all the information. And the only thing that is interesting is that it all matched...later on.

B: Prophecy that came true.

H: Well, he had the plan. Why he had it I don't know. The only thing I can think of is that maybe he was the Sandia representative of the group because he had a hell of a lot of inside knowledge. He'd have to be 60-63 by now because he was, I'd say late 30's or maybe 40.

B: Well, maybe this was too early... a guy by the name of Robert M. Montague ...

(Note: According to the EBD Montague was part of MJ-12)

H: That wants to ring a bell...OK?

B: He was the Sandia Base commander at Alb in 1947-1951, so...

H: No. This guy was inside but he was a civilian. He was not military. He was a civilian and was a member of Sandia Corp. He was an engineer and graduated as an engineer in the early 50's. That's all I can remember.

B: Well, I've got to go.

H: Well, good luck, if I've been of help, great. If not, I hope I didn't send you on a wild goose chase because all I could relate is just the information people told me. The other one is the vault that's over here at Wright Patterson AFB... or alleged to be. I'm remembering more and more the descriptionOne of these days I'll go over there and see if I can get it to match, because it was told to me by two different people of where it was and how it looked. And one of these days I might go over there and see if...it'll trigger the conversation... and I think I know where, plus talk to the curator, because it was an old vault.

B: Yeah, when was it... some guy

(Note: this is a reference to information given to Collins but not discussed here about a special vault that stored expensive old film in the '50's. The vault was cooled to liquid nitrogen temperature, -195°C, to reduce the degradation of the old nitrate/cellulose based film. The guy who operated the vault told H that he was ordered to remove the film. He was mad because he had to throw it away. He then learned that alien bodies were to be stored there.)

H: Uh, 1978. And he was one of the branch chiefs in the photographic group. And he said that at the time, back when it occurred, he was the caretaker of the vault... of the *(photographic)* plates... and they just called him up and told him to throw them out. They had something... They were very expensive silver nitrate plates, unexposed, and he was told to get rid of them...burned them or something and cleaned the vault out. And DG told me of the vault. It had several rooms. There were several rooms in it, which could fit the design of how those vaults would have been. And there was a long corridor and there were ventilation points along it. And they would be very close together. By that I mean a hundred feet apart or so. And there was an elevator shaft in one area to get down to it and the others were staircases. And there was more than one shaft to get to it.

B: It must have been a big area.

H: Long. But he said they were big rooms, this guy who was the curator.

What I say is that if you look at the lay of the land only certain things will fit. And the other one is that at the top he said they looked like steam vents. But, if you have steam vents and you go over there in winter and you don't see steam coming out of them,

then they must be ventilation shafts. And if there is an elevator shaft there must be electrical power going down...big electrical power...

B: Yeah, right.

H: Anyway, he told me it goes down to a door and then there's an elevator shaft inside there. Anyway, here's another thing. Maybe sometime when you're here we can get together and go look.

(Note: Collins has devoted a number of pages in his book to his investigation of the underground vaults at WPAFB.)

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A few days after this conversation, Bill Moore completed his investigation of some of Hawk's claims about the secret facilities around Albuquerque. He wrote that the investigation "produced essentially positive results in all cases." The contractor's company offices described by Hawk were found at 15 Tramway Road rather than 1 Tramway Road, "but are otherwise essentially as described." The companies were the O. J. Johnson Construction Company and the Gerald A. Martin construction company. Both of these companies played major roles in the construction, in the middle 1960's, of the Sandia Peak tramway. They also built much of the housing development in that area. Moore also found the "clubhouse" or lodge where Hawk said it was. This building also houses the offices of the tramway company as well as a real estate company. He could not confirm the existence of an underground facility below the building. Based on records and newspaper stories Moore conjectured that the clubhouse and associated contractor buildings, etc., were built between 1965 and 1968. The FAA building where Hawk said the Navy detachment was housed was probably built in the late 60's but Moore had a problem with verifying dates based on city records because apparently the city boundary did not extend that far north until the early 70's. He did verify that the Navy had a small detachment in Albuquerque, but did not find out the name or its purpose. He found the Coronado airport which dates back at least as far as 1961. He found the "construction farm" at the end of the runway "precisely in the location given by Hawk." He could see several small aircraft, but, unfortunately, no crashed saucers. Finally, Moore found the buildings in the Kirtland/Sandia complex that Hawk described.

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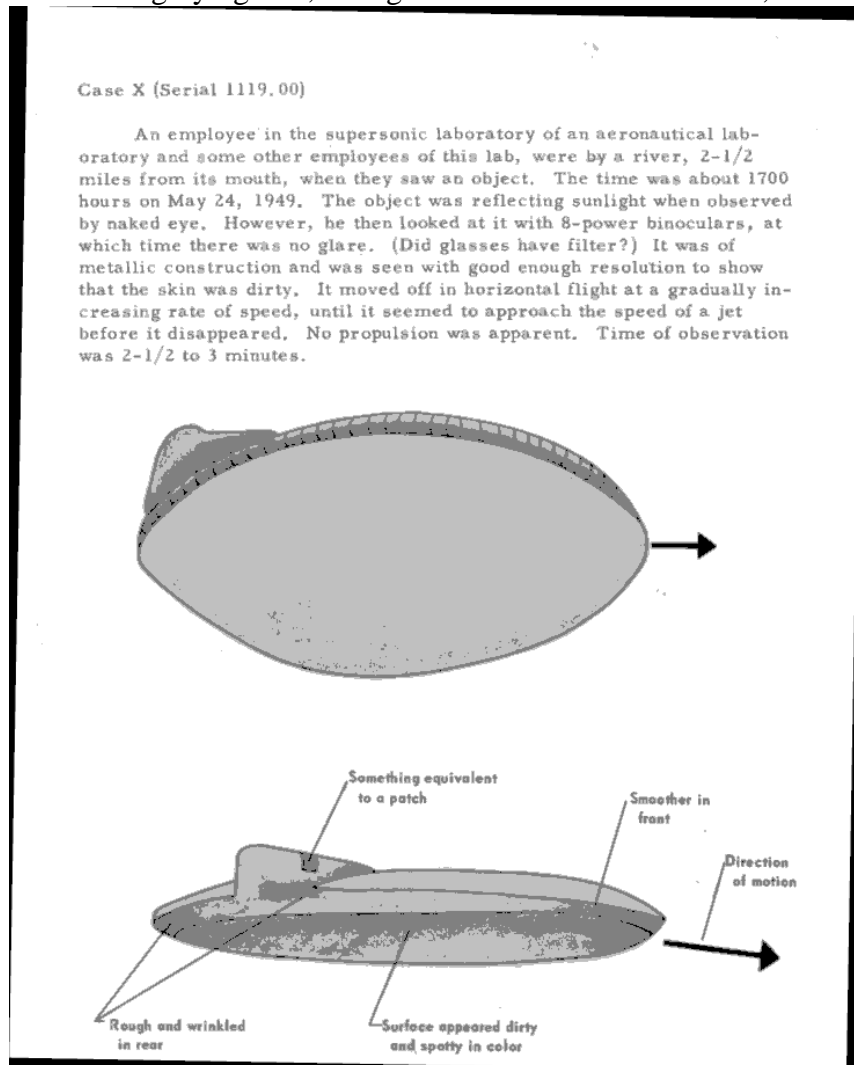
As of the start of 1987 the Hawk Tales were still being evaluated and Collins was still carrying out his investigations. During several phone conversations Collins reiterated some of the material that Hawk had told me regarding Dale Graff, the book that contained the history and so on. He also told me that Graff has said that Bob Hippler, after starting his work for the Secretary of the Air Force, tried to get the UFO data to the scientific community to get it out. Furthermore, he claimed that Hippler wanted a university-based group to be highly involved, including the establishment of a university-based quick-react team that could get to a sighting area and get data before it was covered up. (This sounds like an imperfect recollection in Graff's mind of Hippler's attempt to get a university team to take on the independent UFO study in 1966. One can hardly imagine that Hippler would try to set up an unclassified quick react team to "grab" any

really useful stuff – like a crashed disc – before the “real Project Blue Book” had a chance to collect and hide it.)

In the latter half of February Navy business took me to Dayton, Ohio. Through Collins I was able to arrange a meeting with Hawk. Here is my report on that meeting.

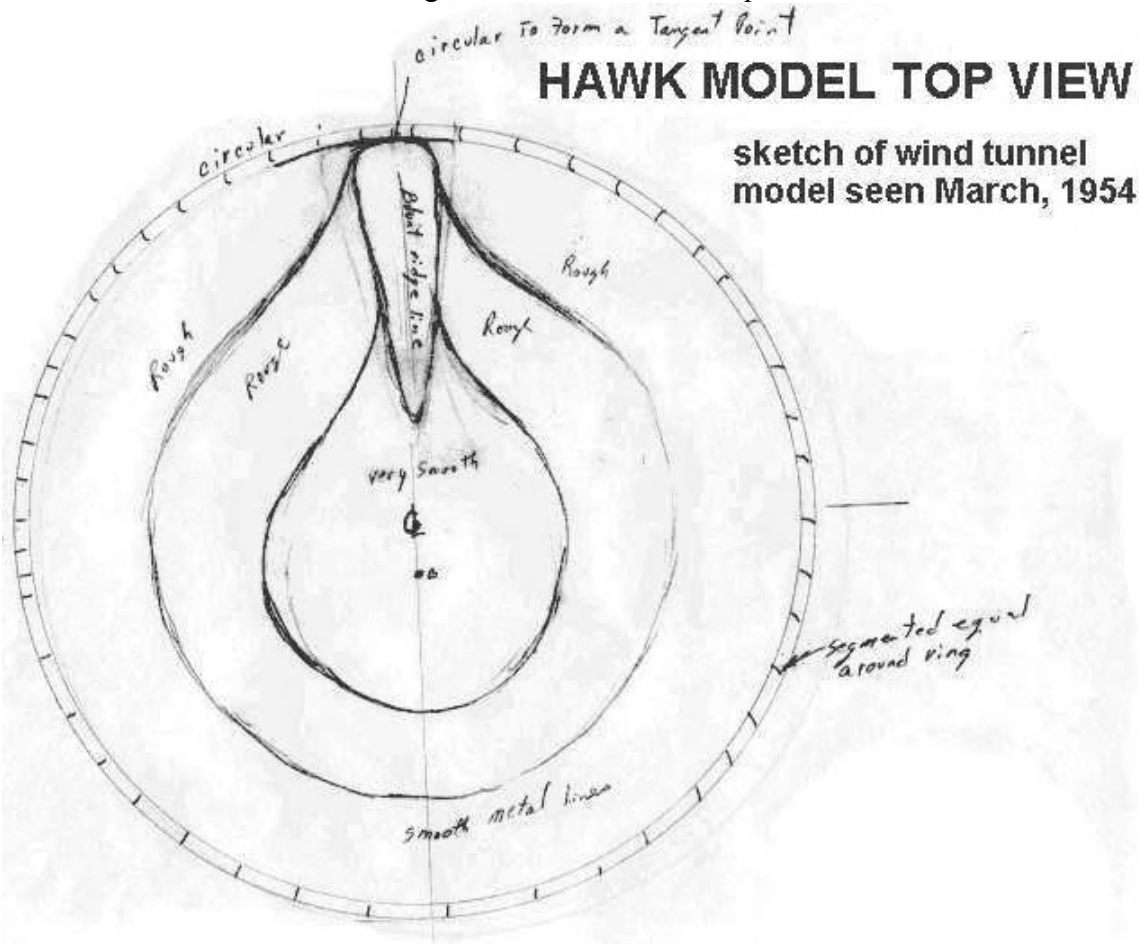
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Feb 21, 1986

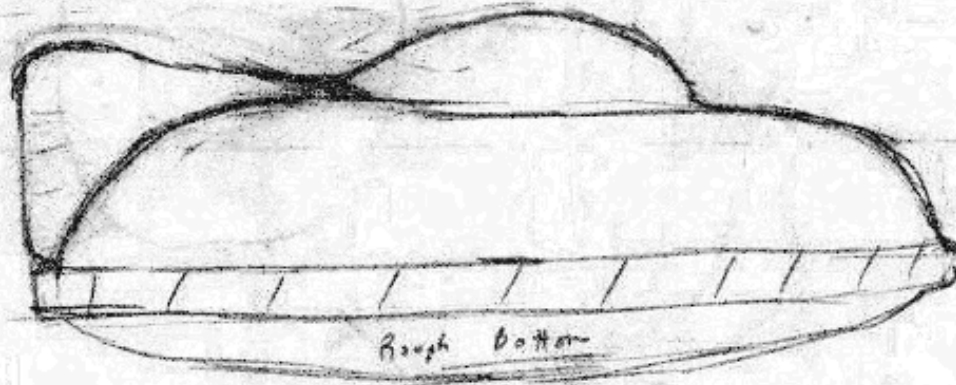
Hawk and Collins and I were at a Friendly restaurant, a friendly place to meet! I used to go to a Friendly restaurant in Worcester, Mass, when I was at Worcester Polytech back in the early 60’s. This was before Friendly’s “broke out” of Massachusetts and became a national, or at least east coast, chain of restaurants.) Hawk is (was) a slightly portly gentleman with graying hair, well groomed beard and mustache, wearing glasses.



No sooner were we seated than Hawk launched into a UFO discussion. He pulled out of an envelope a copy of the page from Project Blue Book Special Report #14 which shows the Case 10 drawing and also several drawings of the model he said he saw in

March 1954. (Note: Case 10 is the Rogue River sighting by two Ames research laboratory employees and three others during the afternoon of May 24, 1949. This is explained in great detail at <http://brumac.8k.com/Rogue/RogueRiver.html>. I had sent Hawk a copy of Case 10 because what he had described in our first conversation sounded basically like the object in Case 10, shown above.) He said that the Case 10 object looked like what he had seen. He had three of his own drawings: top view, side view and front view of a model as he remembered it. It was clear that what he had drawn had more detail than the Case 10 drawing, but was very similar. The biggest difference between Case 10 and H's drawing was the dome on the top.





HAWK MODEL SIDE VIEW
sketch of wind tunnel
model seen March, 1954

Hawk then repeated the description of his March, 1954 experience while walking through a large building like a hangar at WPAFB with a group of other students. He and 3 or 4 others got separated from the main group that had walked on around room partitions toward a door in the building. He and his group could see where the door was and decided to cut straight through behind some partitions toward the door. In doing so they went off the path of the main tour and behind a partition on the way to the door. They saw a table with models of the flying wing and circular and cigar shaped objects. H was mainly interested in the flying wing because he had heard of that, but he also saw two circular craft one of the guys with him identified the two cigar and the two circular craft models as flying saucers based on what he had been told by his father, an AF colonel, who had been briefed. H said he didn't get a good look at the cigar (cylindrical shaped) model(s) because the other guy picked it (them) up and held it for a close look.

H's drawing of the circular craft, a model about 18" in diameter, is quite detailed. H said they were wind tunnel test models and had holes in them for mounts in the wind tunnels. The circular model he especially looked at had considerable relief detail including a sort of ring around the outer edge and a rough surface on the bottom. They were wooden models. The second circular model had two thin "vertical stabilizers" instead of one thick one. H said they noticed they could no longer hear the other group members because they had left the building so he and another guy went on quickly leaving one or two behind to continue looking at the models. One guy who stayed behind said he wanted a better look at the cigar shaped model. Then, as Hawk and one other guy walked rapidly toward the door, he noticed a commotion behind him. The guy (or two guys) left behind was missing from the tour for an hour and a half or more. When he finally returned Hawk asked what happened? The guy said nothing happened and wouldn't talk about it. He told H that the models "didn't exist."

Then Hawk discussed the spring 1958(?) incident regarding an F-106 disappearance over Japan. He suggested getting unit history or looking for all A/C disappearances in spring 1958. He said he went to the weather center to work in the summer of 1957 and in 1960 was at a different job. He placed the incident in the spring because he remembers saying that he told the people in charge that if the pilot landed in the water he wouldn't last because the water was still cold. His best guess of the year was 1958 but it could have been 1957 (fall?) or 1959. He said there were 6 F-106's on special duty.

Changing the subject, Hawk talked about what he was told by John M, an aeronomer at FTD, regarding infrared weather service satellite detection, in 1974, perhaps in May, of a fleet of saucers flying southward from Alaska over the western Pacific (*I think that's what he said*). Apparently the weather satellite picked up a number of frames of data (a scanning instrument) showing circular and cigar shaped objects traveling at 2000-25,000 mph. The largest cigar was 1500 ft long. There were 3 cigars at 500 ft long and 6 at 100 ft length. There were circular objects also including 2 to 5 that were 100 ft in diameter, 5 at 75 ft, about 100 at 30 ft and another hundred at 50 ft, according to his recollection. Thus the bulk of the circular craft were 30 -50 ft in diameter. Hawk pointed out that this size was consistent with what he had learned in 1954 from the guy who identified the models as flying saucer types. The weather service guy (*the person who first saw the weather satellite photo when it was transmitted from the satellite to the weather station on earth*) hadn't known what to do with the images so he sent them to John M, an aeronomer who was also an expert at image analysis. John determined the shapes and sizes and altitude which were about 65,000 – 85,000 ft and number, a total of about 300 objects. John is now in Germany. Collins tried to get him to talk but he wouldn't. John indicated to Hawk that the original information and enhanced photos were destroyed by the guy who originated the data. John kept no records. Another incident, like the Masawa attack, that “just didn't happen.”

(Note: unfortunately the type of weather satellite was not mentioned [JM no doubt knew, but perhaps he didn't tell Hawk]. However, if it was a scanning type such as the Defense Meteorological Satellite Program (DMSP) satellites, then one would have to be very careful about assigning shapes to objects based on the shapes of the images. My analysis of a 1978 DMSP satellite image, which was publicized as the first UFO image from a military satellite, is presented at <http://brumac.8k.com/DMSP/DMSP.html>. The analysis shows that the shape of any moving object (not stationary with respect to the earth) can be distorted because of the mechanism by which the satellite scans its field of view. The speed range given by Hawk was 2,000 – 25,000 mph. The satellite itself travels at about 17,000 mph, so possibly there were objects traveling near the satellite, as I speculated in the DMSP article at the above web site.)

At one point in the conversation Hawk mentioned that the AF had stated publicly that they had never attacked a flying saucer but he was there when an attack was carried out. Incidentally, Hawk said that the 106 carried over 100 missiles (if I recall the number correctly) and all were fired at once toward the UFO by the pilot from a distance less than

a mile. The missiles all exploded at a distance from the UFO. Then the UFO turned on a blue beam, according to the pilot of the jet, and came toward the jet.

According to Hawk, Dr. Cacciopo was in FTD before it was FTD. (*Note: before that it was the Air Technical Intelligence Center.*) He goes back into the '50's. One should check up on his history.

Hawk said that information was passed around surprisingly freely (*I presume this only applies to communications between people with Top Secret clearances*) because this type of information "doesn't exist." He said that when he was in Albuquerque Hearing all of this stuff that was told to Bob he asked if it was classified and he was told no, because you can't classify something that doesn't exist.

Same for the Masawa incident. He and others were told officially that it never happened. The plane was lost but for some other reason. He asked if the event were classified and told, no, because it didn't happen. You can't classify something that didn't happen.

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In March, 1986, Larry Bryant, who was aware of the Hawk investigation, sent me a section of a book that contained a very interesting story. The book is *UFO Dynamics, Book II* by Bertholdt Schwarz (Rainbow Books, Moore Haven, FL, and Future Printing, Boynton Beach, FL, 1983). In the chapter "Humanoids, Craft or Set Up?", starting at page 536, Schwarz retells the story by a Vietnam veteran who was a "former battle-tested military intelligence officer, who is known to me through several extensive personal interviews and by telephone and follow up correspondence." The intelligence officer told Schwarz two different stories. The first one cited in the book was about seeing alien bodies and an AFC in a secure area and his fear that he was being tested to see if he could keep a secret. It happened "years ago, when I was with the Military Intelligence unit in Arizona." The second story in the book was a first hand experience when he sighted a UFO during a "bent spear" incident in Vietnam. This second event happened before the Arizona event. It may seem strange for me to include a story by someone other than Hawk in this article, but it is necessary because I sent this to Hawk and he had interesting comments on it. My order of presentation of the key events is in their historical order (according to the officer) rather than the order as presented in the book.

The intelligence officer said that when he was in 'Nam in the middle 70's at one time he was the base intelligence officer on an island base (unnamed) off the coast of 'Nam. This base was designed to be virtually invisible from the air. In the middle of one night a B-52 carrying nuclear weapons had to make an emergency landing. According to the officer, when a nuke-carrying airplane, called an "up-loaded" aircraft, gets damaged "it is called a bent spear and if the weapons are damaged it is called a broken arrow." A "bent spear" has landing priority over all other craft, so it was allowed to land and it "landed sideways" (a controlled crash). "Our bent spear hit full force and tore the chutes off in the blast from the hit. There was smoke, but he stopped and nobody was hurt. It was impressive, he landed an eight engine jet on the base and didn't tear up the concrete."

According to the officer, an uploaded aircraft has to be put inside a “red circle.” This is a security method. An armed guard, with authorization to shoot to kill, walks the circle and assures that no one without proper authorization crosses the circle. The only person allowed to enter the circle is the commander of the aircraft. The commander of the base has no say in who can and can’t enter. So, after the plane landed it was in the red circle and there was a guard. Immediately after the landing the Air Force police woke up the intelligence officer and told him there was a bent spear on the tarmac. The officer said, “I took it with a grain of salt. I am a military intelligence agent out of the OSI office and it was their job to call me – they are good. After he got into it I would understand. He said, a man called on the radio – was harassed by UFO, Sir!’ I asked: ‘Not one of the locals bothering us?’ His answer: ‘No, we lost communications with him.’ I got into one of the AFCS (Air Force Communications Squadrons) jeeps which have radar tracking and the reason I had that with me was because that was the only thing with four wheels that they could let me use. I came barreling out of the end of the runway and there were the lights [of the UFO above the B-52]. I hurried down the runway. I had to respond. It was an up-loaded aircraft. The UFO had soft lights at first but then lit up, stretched out and was gone. I couldn’t tell if it was dome, oval, round or cigar shaped or what. It was a great big wedge of light. And it was big. In the sky it is difficult to judge, but I would say in excess of 50 ft. It was moving slowly and then it was a streak of light and it was gone. No sound.”

The officer went on to cite several bizarre phenomena, apparently a result of the presence of the UFO. The policeman who was walking the “red circle” said that he had not fired at the UFO yet the plastic framework of his M-16 was partly melted. He said that while the UFO was hovering above the B-52 he could hear some clicking sounds like crickets or the crushing of a beer can, “kind of like they were dropping things” on the B-52. The Assistant Flight Chief and the Flight Chief tried to get close to the plane. When they got close to the plane the radios and the jeep itself stopped working. So they pushed the vehicle way from the plane and everything worked again. Several times they went back and forth past some imaginary line and each time the stuff failed when too close but worked when farther away.

Later the airplane commander said the plane would not fly even though there was no mechanical reason why it wouldn’t fly. Then, after the intelligence officer communicated with Washington, even the commander was not allowed on the plane. “There was no damage, no tampering, and no nothing. Later that night I found out from the engineer of the aircraft that there were no longer special weapons on the craft. Nothing electrical worked. How he determined that I don’t know. Now, here’s the clincher. When I went to look at the explosives, the conventional type, they were no longer explosive. The conventional charges to detonate the (nuclear) explosion were no longer explosive. There are explosives attached to the seats of the jet liners and when I opened one the black powder wouldn’t burn. It could have gotten wet, and that could have explained it, but that didn’t seem likely. Now the boys from Washington in their Lear jets and their pin striped suits with their notebooks and tape recorders isolated me for two and a half days straight. They drilled the hell out of me. They had me do nothing but keep repeating my story. Finally at the end, one of the looked at me, because I was

getting quite edgy, and asked, what I had seen, and I finally told them that I saw lightning hit the B-52. That's what they wrote down and that ended the whole discussion and nothing more has ever been said about it. But I know they totally dismantled the B-52, put it aboard another plane and flew it out the following day. Nothing more was ever said. And that's the official statement of what happened to that B-52. It was in the *Stars and Stripes* (newspaper). The headline said, 'B-52 hit by lightning – No Injury to the Crew.' The crew was sent stateside. They said this happened in Thailand." (*Note: I have not tried to confirm that there is such a story in the Stars and Stripes.*)

The other story the officer told to Schwarz recites what happened some time later when he was at an air base in Arizona. He was talking with a friend and the conversation turned to UFOs. Perhaps the officer told the story of his 'Nam experience. Anyway, his friend said, "Want to see some aliens?" The officer thought the friend was joking, but they drove along a highway that went over part of (another) base and then went underground. "We violated every security code in the book. Because of this and the fact that I had top secret clearance at the time, I wondered if this was a set-up- which they wanted to put a man with combat experience in this spot and see what he does – to sow the seeds of doubt. It was too obvious. We used a staff car and not a private one. We entered a vaulted area. Now, this was a weekend and the security amazed me because it was so lax. When we got in I observed five humanoid figures. I'll give you a description as best I can. Remember, I doubted what I saw. They were very, very white. There were no ears, no nostrils. There were only openings: a very small mouth and the eyes were large. There was no facial hair, no head hair, and no pubic hair. They were nude. I think the tallest one could have been about 3 ½ feet, maybe a little bit taller. As I recall, there were three males and two females. The heads were large – not totally out of proportion – but large."

The officer went on to say that he could see no genitalia, but they had slender figures, slender legs and small bone structure. He was told which were females. They had smooth, small, flat teeth. "When I saw the smallest female of the group I could see clear suture marks. My friend said there had been an autopsy and that from a study of her brain it was estimated that she was 200 years old. There were no signs of injuries to the bodies."

The officer was told other things as well (read the book!) but the important thing for this discussion is that he got very nervous, seeing all this top secret stuff. "I wanted out," he told Schwarz. "I valued my security and what protection did I have if I were caught? I had no right to be there. I didn't want to understand anything. You get in and you don't get out. I wanted to have a clean record." He went on to say that they had a craft but did not tell him how they or when they got it. Radar was involved in locating it when it fell to earth, in an arching "falling leaf" motion, apparently as a result of a meteor strike (there was a hole in the craft), he was told. There was another crashed object that was at the site and he saw it. "It was almost 20 feet across – almost – because I walked it." He went on to describe the exterior and interior (read the book). He went into the central dome where there was a chair in front of what looked like a screen, seven feet

high, and there were switches and lights and symbols and there was a tray with food. The type of food indicated that the aliens were probably vegetarians. The officer was also told about an incident involving a Soviet missile field and UFOs. Apparently the Soviets fired on a UFO and the UFO set off the whole missile field (*Note: there was a nuclear disaster at Chelyabinsk in 1957-58.*)

The preceding test provides a sufficient summary of what appears in Schwarz's book so that the reader can understand the next conversation with Hawk.

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April 24, 1986

H: (referring to the Schwarz book) what struck me as interesting was when I hit that one part.

B: What part was that?

H: That was the part that described the event.

B: In Arizona?

H: He's described the event on the island and the aircraft. OK, DG told me of that event. Now, I don't know if he got it from this fellow or if he got it from official files.

B: That was described in the section out of an article from a book...

H: I remember as I was reading it, the article was in much more detail than what DG told me. But DG told me in essence the same story about the crew. Somebody coming in and doing the investigation, and measurements they made on it and finally they carted the whole vehicle off. He told me the same story. But don't know if he got it from this fellow or if he got it from official files. But it was told to me about the same time that he told that other story. But he told me of that whole event...where the aircraft was not flyable. OK, and it was a B-52 and everything about it. OK, he told me all about that event, the highlights of it.

B: Yeah, and the guy who was supposedly telling the story recounted in the book was supposedly an OSI (office of special investigations) officer and, uh, he would have written up a report on it.

H: OK. Now DG didn't tell me if it came from a report or where it came from. He just told me the incident... that he had come across. He was not there himself, but he got it from a report or a story. So I don't know if he got it from talking or from a report. But the essence of it was identical. You know the aircraft landing and everything. Although the report you have there in the Schwarz book goes into a bit more detail, but if you stuck only to the highlights...

B: You actually read what was in this section of the book, right?

H: Well, Collins sent me those excerpts and I was reading and I came across those two events and I called C back and I said, "What struck me was these two events were identical from what DG told me."

B: Now, these two events, one was the airplane and the other was the...

H: The other was the facility.

B: in Arizona..

H: Right. Although I gave him a little bit more, like I gave you that wasn't in there that DG had told me. You know his part of it.

B: But how would DG have known about it? (About the visit to the secret base in AZ) DG's version must have been different.

H: Well, I said the essence of what he saw was the same.

B: Was DG there too?

H: That's what I was trying to say. DG was there and what I said was that DG and Dr. Cacciopo went to Davis-Monthan AFB (in Tucson, AZ) to a major meeting on UFOs.

B: Oh. I thought the major meeting was at Albuquerque.

H: No. That was a different time. This was the one DG had told me about and while he was there...Because he was asking me about the alien. (*Note: that is, DG was asking H about the alien photos that Bob H had seen and described to H.*)

B: Uh, huh.

H: And then he filled in on the story. He said, now its Saturday. The meeting was on a Friday and a Saturday. Now they all had a session on a Saturday and only the main delegates could go. So DG and this Lt. Col., I believe it was a Lt. Col, from the Army, intelligence, was escorting a Col. Now, the Col, went to the meeting and so did Dr. C. It was around...the meeting started at 10AM. And he said it was around 10:15 or shortly thereafter and they were with this OSI fellow, because he was up on the meeting too, but he as only attending as an assistant to somebody else, the one who went to the meeting. So there was another fellow from the Army that was with this Army fellow, OK?

B: You say there was an OSI guy with the Army man?

H: No, no, no. There was an OSI fellow and DG and two army fellows. OK, and they were just chit-chatting and saying what are we going to do to kill time, and so on. And the OSI guy says, would you like to see the vehicle and the bodies. And DG jumped on that right away, And the other guy said...., now this is what DG told me, you understand...

B: Yeah...

H: The other guy said he was a little bit reluctant and what have you and they said,"Will there be time?" And he said we can make the trip in a little less than 2 hours. It would take about 2 hours down and 2 hours back and they had a 5 o'clock plane to catch. And they said, if we leave right away and skip lunch we can do it. And DG wanted to go real bad. And he told me it was southwest of there.

B: Southwest of Davis-Monthan?

H: OK. What they were concerned about was that they had to go up over one mountain range and down into the next valley. What you're talking about is toward Yuma or toward that Army base, Fort Huachuca. So it would have been just outside of one or the other. (*Note: there is some direction problem here. Fort Huachuca is southeast of Tucson. Yuma is more than 2 hour west.*) And, uh, he said that when they got there, uh, there was a couple of bases close by. And these were special facilities that were outside the base but near the main big complex base. And he said they had to go on the highway and then they looped up and over and went into a heavily secured area. And then they came to a vaulted area.

B: How could they get into a secured area without anyone expecting them.

H: Well, the OSI guy was there. And he got them into the facility. And the Army guy was all panicking saying, "Gee, this is all a setup...this is a setup." And DG said he got pissed off and the other guy said no it wasn't a setup.

B: DG already knew what was going on at this time?

H: No, he was just a fellow he had met before on these visits.

B: I mean, DG already knew from Dr C that there was real stuff?

H: Well, I take it to be that because DG was all anxious. Well, anyway, they went in and they had 'em (aliens) in pictures and they had 'em in tanks. DG then told me about them and described them to me in great detail. And the reason was, when he asked me what was it that BH had described to me as to what he saw and DG said "they're markedly different." And he said that could very well be and this was when he was telling me about that other report. He said that there were 5 types of aliens. That was told to them by the one fellow (alien) that was alive.

B: Um.... OK.

H: And this is where I learned some of that story. What DG had told me was that there were three of the five types that the US had bodies on or parts of bodies. And he said there were five in this Arizona group of that type. There were three of them alive. Now he told me this story in '78. He said one has died of ordinary disease way back a long time ago. But, he said the other male was still alive and he wasn't sure if the female was alive. But originally they had two males and two females they had captured and were alive. Now he told me they captured these up in Utah somewhere.

B: Hmmm.

H: And he said that was the third group. And then he said the group he went and saw...., and then he was telling me the story I just told you about, two females and three males. And the Army guy questioned a lot about how you could tell they were females. And the guy says they had breast development or other organs. DG had asked me and I had said that BH had said there were no reproductive organs, although the breasts were extremely small. And, uh, he said that the guy told them that one of them was around a couple of hundred years old from the skin. And DG said he didn't understand how that was so. And I guess he said you could tell (the age from the skin) because he said "what did they look like" or did BH describe from the formaldehyde, or do they discolor or change" And I said my wife told me they all turn more of a brownish color.

B: Your wife told you?

H: My wife told me when ordinary humans are put into formaldehyde they look like roast beef or something like that. And DG said that that's what this skin looked like. And he said they were in formaldehyde. And he said they had no nose and kind of a round mouth and... the usual pictures you see described in the open literature by people who say "Hey, I've seen one of these characters." No ears but holes for ears. No hair, big round eyes, slightly elliptical, more oriental, but not true oriental.

OK, now that's what he described and he kept saying they were vegetarians and I said how did you know? And he said, we went and saw the spacecraft. And then he described the craft to me. And the craft was identical to what I saw way back in 1954...about the spring of 1954 that we went on that trip. Anyway, what happened was about that time the Army guy was getting real, real panicky because he said...and I'm a little bit fuzzy here now. DG had told me that the inside was maybe 8 ft or more tall and it had two big displays. He said there was a tray on one side where the cockpit area sat

up on a pedestal and, uh, he said there was food they found on there, and that's how they knew they were vegetarians. OK? And then he said they were going to go... either the guy asked "Do you want to go into the craft?"... Because they were looking through....I know his initial description was through the canopy on the top. About that time the Army guy panicked, so I'm not sure if they got into the craft and were only there for about a minute and had to leave or what. But the Army guy, he said, turned totally paranoid, and he was making such a fuss and noise about his clearance and everything else and so on that they had no choice. The host had to back out and they left. They went back to Davis-Monthan Air Force Base.

Now, you see that parallels exactly that story (in Schwarz's book), almost to the point that it makes you think it was one and the same trip. Now, what DG told me was that the trip he had made was like in... well, he told me the story in late '78 and said it had occurred the year before or so. So it could have occurred in '76 or '77 that time frame. OK. The craft itself, he said, was a few years before that, so that would have made it in the early '70's. OK, and that's all I remember of DG's story.

And then what happened was... And then he was telling me about the book (*the Yellow book?*) and what was in the book and the briefing and that was when he told me the briefing was coded. He was going to make a copy of it. So then he was going to see Dr.C. to see if I could have access to read the book. And when he came back he said the book had been sent back about 6 months earlier. He said the book had a 1 year limit and was under control and had to go back. He said there were, I thought he said 39 copies, it was in the high thirties. And it was brown in color and around two inches thick. And then he was telling me some of the highlights in the book, like, most of the story of it came from this fellow (*alien*), I thought he named it EBE, OK? And what he (DG) said was that wasn't his (*alien's*) true name. He did name the true name but I can't remember it. But he said it was... that was the name of their race, you know, like we call ourselves homo-sapiens, or whatever you like, earthlings...

B: It wasn't his personal name.

H: No. But DG gave me his personal name, but wasn't that. Everybody just called them EBE1 EBE2, EBE3, and so on. But each one had a name. He even told me the humorous story... he (*alien*) liked to go to the beach.... Or at least that was what he read (*in the book*)... that was in the story. And it had to be within helicopter distance because that was his favorite pastime, to watch television and go to the beach. He loved to go to the beach, DG said. And the people had to take him by helicopter. They would get an isolated part of the beach and helicopter him out. So that would say it would have to be within helicopter distance.

B: Yeah.

H: So they literally had him captive since the fifties. Now he didn't say anything about the woman...what happened to her. He said that last he knew she was alive and he hadn't heard anything since.

That's all I can remember. And that's what triggered....what happened was Collins...before I was going just on memory of little incidents. But then when I read that story (*in Schwarz's book*) I recalled the whole incident where DG kept querying me about the description that Bob H. gave. And, uh, then one day he came up and told me this story (*of the visit to the facility hold the alien bodies*). And he was curious because of the

difference (*in descriptions of the aliens between what he saw and what Bob H had described to Hawk*). And he told me there were five of them (*types of aliens*) so there would be a difference. But he hadn't seen the other ones, the ones in Albuquerque. And he knew of, and he knew right where the vault was, of (where) the ones in Dayton (*Ohio, at WPAFB were kept; in the "Exempt..." book Collins has recounted the search for evidence of this vault*)).

B: So they (*aliens*) have been spread around?

H: Well, he knew they were there and that's all I know. Uh, Collins tells me that, of course they were moved and they were moved fairly recently.

B: Yeah. Maybe that guy is living down near Virginia Beach.

H: Well, that would be within helicopter range. If it were kept in a NASA facility, Langley AFB, the Langley section of NASA has been eluded to have something to do... and there's also a cryogenic vault down there.

You remember I told you before the fellow from Sandia told us when Bob H. was asking about the agency, but BH asked, which agency? Was it CIA? And the other (*Sandia*) guy said no. And he named the agency and it was either NASA or NSA and I can't remember which, as being the ones that set up everything in Albuquerque. And set up those two contractors...back in the sixties.

B: How about the story of the Soviet missile field in Schwarz's book?

H: Now, DG told me of that. But he told me that as confirmation of that, not associated with that fellow (*the paranoid Intelligence guy*). He associated that with another incident and that it came from sources.

B: Intelligence sources I guess.

H: He implied that it came from some sources in Washington. He did not put it in the same story as the events related to the other things discussed that far. And he didn't put it in the same conversation as when talking about the B52 incident. (*Note: it appears that H was suggesting that DG got his B52 story from the Intelligence guy in Schwarz's book while being with that guy in Arizona.*)

B: You had several conversations with DG about this stuff?

H: Yeah. Every once in a while we'd talk at the end of the day and he used to like to talk about the whole paranormal field and all the exotics. I won't elaborate but we used to talk for hours on end; Out of body experiences and all that sort of thing, and he knows that I've had some of those experiences ever since I was little and tiny. So, he used to feel real comfortable talking with me. And every once in a while he would bring out these oddities related to UFOs. And he brought out both of those incidents (*B52 and trip to Arizona base*).. He didn't elaborate much on them other than that they occurred and the essence of them.

B: It would be interesting to try to check up on the Soviet thing.

H: He said it was in the time of the paper that said they blew up and everything. And then DG said that was not true. He said there was a UFO that blew them up. He said it wasn't an accident. He said they (*Russians*) challenged this vehicle (*Alien Flying Craft*) and they (*aliens*) attacked.

B: And it also said in the Schwarz book that we don't fire (*at AFC's*) because in the past we had and gotten shot down.

H: Yeah, they made some statement to that, but didn't elaborate at that time. He knows that I was there when one was shot down...one of our vehicles. (*He is referring to the shoot-down near Japan recounted in Hawk's first interview*).

B: You mean DG knew?

H: DG knew of that story.

B: No, I mean the guy in the book.

H: Yeah, I just thought that was interesting.

B: He just says it was a rumor. I guess he didn't know about anything specific.

H: Of course, I was in that radar control center when one was shot down.

B: Yeah. We're trying to track back every one of the F106's.

H: You see, if they are especially deployed it may not even be in the history.

B: Well, somebody must have made them. We're trying to find out what happened to every one by serial number. Now, maybe they make some without serial numbers.

H: All I know is that there were supposedly especially instrumented. There were two at Masawa and two at Okinawa at Kadena(?) and then it was rumored that there were two more down there at Taiwan(?) But the four that I do know were there at that time.

B: Yeah.. Collins said you would be willing to talk to that guy (*in Schwarz's book*) if he will talk.

H: Well, I would be willing in the sense that it would assure him, if it is the very same trip, the very same incident, assures him that what DG was telling me, and everything was for real and was not something spooky. And t may trigger memories.

B: OK. I'll let you know. The guy may not want to talk to anybody, however, except his psychiatrist.

H: Well, the thing that struck me is that the guy must had put him in a hypnotic (*trance*) or something because the story itself was disjointed and it would not make sense unless I knew the story from DG. Since I did, it was all straightforward. It was the identical story. And so, what that tells me is that the psychologist got it out when he was doing sessions or something... because the reporting is very disjointed of the type you get from regression.

B: I don't remember if the guy was under hypnosis or just trying to remember things.

H: It was disjointed. He wasn't telling the story to him, is what I'm saying.

B: OK.

H: Like I've said the only information I can ever give you is what I have heard or what has been told to me and there are only a few instance where I have been a first observer and that was mostly those models and the overseas stuff. I have talked to some interesting people, however.

.....

Talked to interesting people, indeed!

I sent a letter to Dr. Schwarz along with a copy of part of H's testimony and suggested that he put his intelligence man in contact with H without telling the man of H's version of DG's story. In late May, 1986, I received a letter from Schwarz in which he said that the man had been very angry at Schwarz for using his story in the book. He said he had been visited by a couple of men with "impressive credentials" who apparently had identified him as the person who told the story to Schwarz. Anyway, apparently

Schwarz had had no further contact and I never heard from Schwarz again so there never was a contact between H and the intelligence officer.

As for the missing F-106's, Don Berliner, an aviation historian managed to locate the records on the first 17 F-106's, serial numbers 56-451 through 56-467. Of these he could account for all except 4 which would have been built during the first half of 1958 (56 – 461, 56 – 463, 56 – 465 and 56 – 467).

EPILOGUE

I never spoke to Hawk again. I did hear, through Collins, some of his comments about the ongoing investigation. In the book, Collins has recounted a meeting between himself and Hawk, Bill Moore, Jaime Shandara, Hal Puthoff, John Alexander and Scott Jones that occurred several months after my last conversation with Hawk. Some of the information he conveyed to them as a group was the same as he had told me in late 1985 and early 1986. I was not aware of that meeting or any of the others recounted in his book.

In 1986 Stanton Friedman located Col. Robert Hippler, retired. He gave the number to Bill Moore who called on the pretext of learning more about the history that led up to the contract with the University of Colorado to carry out the independent study. Hippler, however, wouldn't talk about that or anything. He said it was all in the past and he didn't want to talk about it.

One other thing should be mentioned to put this into a special historical context. In the middle 1970s the CIA established a top secret program to investigate remote viewing. Hal Puthoff (and Russell Targ) was running this program. In some cases the remote viewers claimed to "see" flying saucers. This established a connection, not an expected or wanted connection, between the remote viewing program and UFO investigation. (The scientists involved with remote viewing didn't necessarily accept UFO sightings as actual sightings of AFCs. Eldon Byrd, a Naval Surface Warfare Center engineer/scientist told me personally about some paranormal events that he "believed in", e.g., metal bending, remote viewing, etc., but he thought ufologists were all nuts or deluded. On the other hand, I should point out, to maintain the "symmetry" of the situation, that most scientific ufologists thought people who claimed to do metal bending, remote viewing, etc., were all crazy.) Recall that during my last conversation with Hawk he mentioned an interest by DG in paranormal events, how he and DG talked for hours about the paranormal and how Hawk claimed to have had out-of-body experiences. DG was with the Defense Intelligence Agency and was also paying attention to the remote viewing study. Thus, in 1985, at least in part as a result of Hawk's testimony it became apparent that these two parallel investigations were "welded together" at a highly classified level.

The story of the Defense Department investigation of remote viewing went public in the early 1990's when the CIA declassified the program. However, the full story of the covert UFO investigation, the "real Project Blue Book," has yet to be told. Perhaps

Hawk's testimony as presented here and in Collins' book will play a significant role in that future event.

BSM June, 2005

That was my last conversation with Hawk. Collins carried on far beyond this, as recounted in his book.