

STATEMENT OF WITNESS

Place : Alamonte Springs, FL

Date: 24 June 95

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

I entered the U.S. Air Force in 1949 as an Aviation Cadet. From 1950 to 1953 I flew fighters in Europe before being assigned to the Fighter Test Section at Holloman AFB, NM in July, 1953. During my tour as a test pilot I conducted the first zero gravity tests and was the balloon pilot of the first Project Man High high altitude research mission. In 1958 I was assigned to the Escape Section of the Aero Medical Laboratory at Wright Patterson AFB, OH. During this tour I was the Project Officer of Project Excelsior and made three high altitude parachute jumps, the highest from 102,800 feet, which today remains a world record. For these jumps I was awarded the Harmon Trophy for 1960 by President Eisenhower. Following Excelsior, I was the Project Officer of Stargazer, a project that made astronomical observations from a high altitude balloon. I flew two combat tours in Southeast Asia with the Air Commandos. I later flew a tour in F-4s and was the Squadron Commander of the 555 Tactical Fighter Squadron. I accumulated over 1,000 combat flying hours and I am credited with one aerial victory. I spent ten months as a POW in Hanoi. Upon my return I attended Air War College, flew F-4s and retired from the Air Force in 1978. In 1984 I became the first person to make a solo crossing of the Atlantic by balloon.

In 1958 I was made the Project Officer of Excelsior by Col John Paul Stapp, the Aero Medical Laboratory Commander. I supervised and was actively involved in the dropping and recovery of anthropomorphic dummies from high altitude balloons at Holloman AFB, NM for this project. We also dropped dummies, from aircraft only, at Wright-Patterson AFB, OH. The object of the Holloman tests were to study the free fall characteristics of dummies dropped from balloons at altitudes of 50,000 to 100,000 feet. Based on this data we designed a parachute that stabilized the dummies and I later used this parachute on my three high altitude jumps.

The balloons carrying the dummies were launched from various locations in New Mexico and often impacted off of the White Sands Proving Ground depending on the wind conditions. The dummies were outfitted with clothing and equipment of an Air Force pilot. The facial features of the dummies were not as pronounced as a human. The ears and noses did not protrude. I do not recall any dummies with ears or noses. Some of the dummies were not complete; they sometimes did not have arms or legs. To someone not associated with the project or who viewed the dummies from a distance, they could appear to be human or with some imagination a space "alien." In fact, I recall one incident at Wright-Patterson where one of our dummies landed near the backyard of Gen. Rawlings, Commander of the Air Research and Development Command. Gen. Rawling's wife was entertaining officer's wives that afternoon when one of our dummy's parachute failed to

deploy and impacted the ground in full view of the ladies at Gen. Rawling's home. I acted quickly to retrieve the dummy and went to the impact site and recovered it by throwing it in the back of a pickup truck and quickly driving away. Later that day I received a call from Col Stapp who informed me that some of the women at the party believed that the dummy was a human and they were appalled to see the careless nature in which the obviously dead or injured "parachutist" was hauled away.

At Holloman AFB recoveries of the dummies were handled by the Balloon Branch but members of my project team, including myself, often assisted. The standard procedure was to track the dummy both from the ground and air to attempt to recover the dummies in a timely manner. On the ground we used an assortment of Air Force vehicles to track and recover not only the dummies but also other scientific balloon payloads. We used trucks, communications vans, converted field ambulances, cranes, and trailers. In the air we used helicopters, C-47s transports, and L-19 and L-20 light observation aircraft. On occasion civilians would observe our recovery operations. We often attracted a crowd due to the odd appearance of the balloon payloads and dummies and also the aircraft that circled overhead or landed on nearby roads. We also used many of the same procedures and equipment to launch from off range locations. During the recoveries weapons were not carried because there was no classified information or equipment. I do not recall any altercations of any kind. At no time did I or any of the personnel makes threats against civilians. We always attempted to maintain good relations with the local civilians and explained the purpose of the project to them if they asked. We were directed to remove as much of the material dropped by the balloon as possible. Sometimes this was difficult because the balloon and payload would break apart and cover a large area. We collected the debris in these cases by "fanning out" across a field until we had collected even very small portions of the payload and balloon. We were particularly careful to recover the large plastic balloons because cattle would ingest the material and the ranchers would file claims against the government. Additionally, there were reward notices that offered twenty five dollars for the return of the equipment attached to each of the balloons. I wrote a book, *The Long, Lonely Leap* (E.P. Dutton & Co., 1961), that completely describes Project Excelsior and my participation.

Also as a part of the high altitude balloon projects, I trained balloon pilots in May 1959 at the request of Col Stapp. Col Stapp was concerned that I might be injured as a result of the hazardous nature of the projects and he wanted backup pilots to be trained. The backup pilots, Capt Dan Fulgham and Capt Bill Kaufman were volunteers from the Aero Medical Laboratory and they were sent to Holloman from Wright-Patterson for training on a temporary duty basis. On our second training flight, Fulgham, Kaufman and I, flew an overnight mission that was launched at Holloman and ended with a crash northwest of Roswell, NM. We were followed on this mission by an aircraft at night, a helicopter during the day, and a ground crew in trucks at all times.

I recall that just after sunrise the weather had deteriorated and I directed Fulgham to land the balloon in a small field. This was the last suitable field before we would overfly the City of Roswell. I remember approaching the field just over the trees and I recall our forward velocity was about 10-12 knots, a little fast for landing. When we touched down Fulgham cut the balloon away and due to the forward velocity the gondola flipped over spilling all three of us on the ground. While lying on the ground I realized that Fulgham

was injured and Kaufman and I raised the gondola. Fulgham had been struck in the head by the edge of the gondola and I could see the blood rapidly accumulating under his scalp in the forehead area. We treated him for shock and soon the recovery vehicles and the chase helicopter arrived. I decided to transport Fulgham by helicopter to the hospital at nearby Walker AFB.

When we arrived at Walker I remember that security was tight, as it was at all Strategic Air Command bases, and we were closely scrutinized by security personnel due to the unusual circumstances and early hour of our arrival. I had two concerns once we arrived at the hospital, first to get treatment for Fulgham and second to leave as soon as possible. After I was assured that Fulgham's injuries were not serious I wanted to quickly leave the base before the Walker AFB Flying Safety Officer arrived to fill out an accident report. I didn't want a report filed because an accident investigation would bring unwanted scrutiny to the project. Even though the project was unclassified I did not want any publicity or premature releases of information.

Although Fulgham's injuries were not serious, his head had swollen considerably—both eyes were black and his face had swollen so much you could barely see his nose. I believe that if someone saw him while we were at Walker they would have been startled. When his treatment was completed we all three returned to Holloman on the helicopter. At Holloman, Fulgham was admitted to the hospital and I made preparations for him to return to his duty station at Wright-Patterson AFB. Due to his grotesque appearance, I did not want Fulgham to fly on a commercial airline. I made arrangements for all of us to fly to Wright-Patterson on a C-131 a few days later. When we arrived at Wright-Patterson, I assisted Fulgham down the steps of the aircraft because his eyes were swollen shut and he could not see. His wife was waiting at the bottom of the steps of the aircraft and she asked me where her husband was. I replied "this is your husband" and she screamed and began to cry.

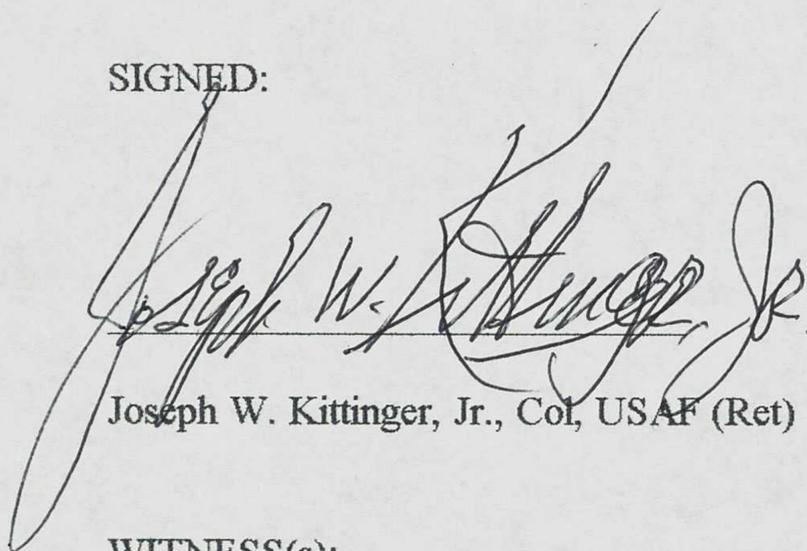
While I was at the Walker AFB hospital, I do not recall any contact with a male civilian. I certainly did not call anyone an "SOB" or speak to anyone in a disrespectful manner. I did not make any threats or instruct anyone else to make threats. I recall nurses in the hospital but I am not certain if they participated in the treatment of Capt Fulgham. I was not accompanied by a black NCO at the hospital, but there may have been a black NCO on the balloon recovery team. I recall no body bags in the hospital and I am sure there were no "aliens" at the hospital, just Dan Fulgham with a very odd looking head injury.

I was also involved in the joint Air Force, Navy, and Massachusetts Institute of Technology astronomical observation project, Project Stargazer. The object of this project was to make observations via a stabilized telescope mounted atop of a gondola suspended from a high altitude balloon. I was the USAF project officer and Dr J. Allen Hynek was the scientific advisor. I worked very closely with Dr Hynek over a period of five years from 1958 to 1963. Dr Hynek would typically spend a half day working on Stargazer and then the rest of the day participating as one of the consultants on the UFO study, Project Bluebook, that was also conducted at Wright-Patterson AFB. Dr Hynek, as the scientific advisor to Stargazer, was very familiar with the techniques and capabilities of the Air Force

high altitude balloon program. Dr Hynek once approached me and we discussed at length, the possibility that Air Force high altitude balloons were responsible for many UFO sightings. We ended the conversation in agreement that the balloons probably accounted for many of the UFO sightings. In other conversations Dr Hynek always gave me the impression that there were very few UFO sightings that could not be explained by good scientific investigation. At no time did Dr Hynek mention or discuss the alleged "Roswell Incident". I was therefore "flabbergasted" when Dr Hynek appeared to believe that some of these sightings were of an extraterrestrial origin.

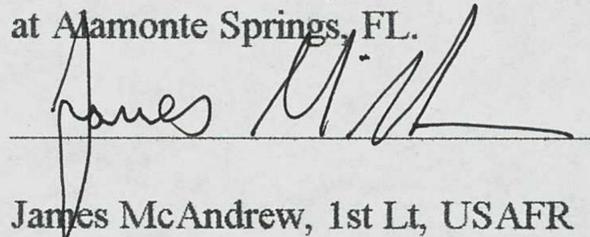
I am not part of any conspiracy to withhold or provide misleading information to the United States Government or the American public. There is no classified information that I am withholding related to this inquiry and I have never been threatened by U.S. Government persons concerning refraining from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

SIGNED:



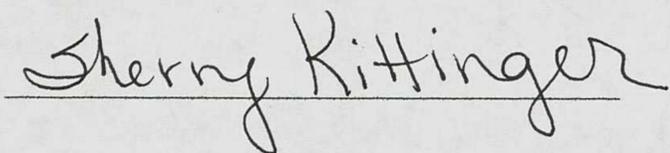
Joseph W. Kittinger, Jr., Col, USAF (Ret)

Sworn to and subscribed before me,
an individual authorized to administer
oaths, on this 24 day of June 1995
at Alamonte Springs, FL.



James McAndrew, 1st Lt, USAFR

WITNESS(s):



Sherry Kittinger

Colonel Joseph W. Kittinger, Jr.
"Roswell Incident"
Alamonte Springs, Florida
23 June 1995
Interviewer: 1st Lt James McAndrew

Q: Has anyone else approached you or asked you, other than myself, if you had involvement in this Roswell incident?

A: No. No one. You're the only person.

Q: Okay. Then I'd just like to start off by, before we get into the details of the particular project and incident that we think was responsible, I just would like you to give an overview of your Air Force career: when you joined the Air Force and what were some of the jobs you held, and accomplishments.

A: Okay. I entered the United States Air Force in March of 1949 in the Aviation Tech Cadet Program. I went to Goodfellow for the T-6's and went to P-51's at Nellis Air Force Base, and I graduated in March, 1950, from Las Vegas Air Force Base. I went from there to Germany, to the 86th Fighter Bomber Group. I flew P-47's and then F-84's, and then F-86's.

I returned to the United States in 1953 and was assigned to Holloman Air Force Base in New Mexico. I was assigned to the Fighter Test Section there and was stationed there until 1958.

During my five years I spent at the Holloman Air Force Base I was very much involved in research associated with aircraft and with space. I was the first pilot to fly on the zero-gravity work in the United States, first of all using T-33's, and then the F-94B's, F-94C's, F-89's, F-100's. And I also was associated with the Project Man High. I flew the first Man High balloon flight in June of 1957. And I went from there to Wright-Patterson Air Force Base in 1958, where I was assigned to the escape section there, and I was a project officer on the project Excelsior. I made three parachute jumps from high altitude on that project. I also flew and was a project officer for the project Stargazer, which was taking a telescope aloft above the

In 1963 I went to the Air Commandos, checked out the B-26, went to Vietnam in '63 and '64. I went back to Vietnam in '66/'67 in A-26's. Then I went to Germany, where I was liaison with the Special Forces there for a year. Then I had a joint assignment at Headquarters EUCOM. In 1971 I returned to the United States and... Well, in 1966 and '67 I flew in Thailand in A-26's.

I returned to the United States in 1971 from Germany, entered into F-4 training, went to Vietnam in '71/'72. I was the Corps Commander of the Triple Nickel Fighter Squadron. I shot down a MIG on the first of March, 1972, and on the 11th of May I was shot down and spent a year in Hanoi.

After returning to the United States I went to the War College for a year. Then I went to Germany as the Vice-Wing Commander of the 48th TAC Fighter Army, flying F-4's, D models. I returned to the United States in 1977 and retired in 1978 at the rank of Colonel.

So that's my basic Air Force career.

Q: Okay. Just a couple of questions for you.

What year did you receive the Harmon Trophy?

A: I received the Harmon Trophy, actually in 1960. It was presented to me by President Eisenhower.

Q: And what was that accomplishment?

A: It was actually for a parachute jump that I made in 1959, which was to 76,000 feet, but I had... In the meantime I had made one from 103,000 feet. But I got the Harmon Trophy for the one I actually made in 1959.

Q: Boy, you covered it all. And since you're retirement in 1978 from the Air Force, what type of, what other work have you done, and accomplishments?

A: Well, when I retired from the Air Force I went to work for Martin-Marietta as an engineer on the Pershing missile, which is kind of funny for an Air Force officer to be associated with.

But at the same time I was flying for an organization on the weekends called "Razerblades Flying Circus", and then finally in 1983 I went to work full time, and I ran the flying circus, doing skywriting and banner towing and flying hot air balloons and helium balloons all over the United States. In 1984 I flew a balloon from Caribou, Maine to Caramontenote, Italy. I flew it solo. It was the first solo balloon crossing of the Atlantic Ocean.

Q: What month was that?

A: That was September 14 through 18, 1984. And I went to Las Vegas with the proprietor of the previous (inaudible) station, from 1971/'72, and then I returned back here to my home in Orlando, in Altamonte Springs.

Q: Do you have any further tests scheduled, or anything...?

A: Well, I'm working to fly around the world in a balloon. That's a project I've been working on for several years, and technically we have the answers, and the team. The only problem that we have right now is the financing. But that's my next great challenge, is to fly around the world in a balloon.

Q: And that would be the first time that's ever been done.

A: The first time it's ever been done. It's the last great aeronautical challenge that's left, and I'm the one to do it.

Q: And just getting back into discussing your Air Force ballooning, is it fair to say that you have more time in balloons than anyone else in the Air Force?

A: Oh, yes. Yes. I had... I made actually five high altitude balloon flights in the Air Force. One on Man High and three on Excelsior and one on Stargazer, and I know that no one

else has ever flown that much time in the United States Air Force as a balloonist.

Q: And is it true that you were also the last person to fly a high altitude balloon in the Air Force?

A: The last high altitude flight ever made was, and since, it was 1962. December, 1962. And there has not been a high altitude balloon flight made since that date.

Q: Was that within the Air Force or within the whole world?

A: Well, that was... Well, that was in the Air Force. I can't speak for the rest of the world, but that was the last high altitude balloon flight within this country.

Q: All right. Well, now, I guess we'll get down to the particular project that you were involved in that may be responsible for some of the things that show up in some of these books as being what's called the Roswell Incident.

The particular project we're interested in is Project 7218. It later became 7222. It was first known as High Dive, and then Excelsior. So if you could just give what your involvement was in that project, when you became involved -- along those lines.

A: Okay. When I went to Wright Field Dr. Stapp sent me to the escape section. And I was given a project which had previously been called High Dive. And the purpose of this project was to conduct research on how to protect a man in a space environment and how to get him back in the event of an emergency. I was a project officer, and I started working on this project in 1958, with a team that I assembled there at Wright Field.

At the same time I was working on this project I was also working on Stargazer. It became evident that we needed an additional pilot or two to be checked out in balloons. I was the only person in the Air Med Lab that had a balloon rating, had had balloon training, and all the marbles were wrapped up in me. So

Dr. Stapp decided we needed at least one or two more people checked out in balloons because of all the projects we had coming along, and so I was directed to set up a training program to check out some additional pilots.

Q: And what was Dr. Stapp's involvement?

A: Dr. Stapp was the Chief of the Air Med Lab at this time, at Wright-Pat. He had transferred there in 1958 and I went there. At his request I followed him there.

I put out the request for volunteers within the Air Med Lab to all the pilots. There were several active pilots in the Air Med Lab, and two of the members of the Air Med Lab volunteered to be checked out in balloons. One of them was Dan Fulgham and the other was Bill Kaufmann. Both of these were pilots that were active duty pilots at the time.

So, I... I don't have the date. What was the date? Was it September of... What was the date that we went there to Holloman? Was it '59?

Q: With the crash?

A: Yeah.

Q: It was '59. May of '59, according to this.

A: In May of '59 the three of us went to Holloman Air Force Base. There was a gondola there that we used. It was estimated like a high altitude flight would be. It had a... We used a plastic balloon with an electric valve, with an actual switch to open the valve. Another switch was set up to cut away the balloon on landing, because, since there was not a rip panel on the balloon.

We made one flight -- one short flight -- that after we took off we headed out in the direction toward El Paso, and so we terminated the flight fairly quickly. And a couple of nights later we took off rather late in the evening in this balloon. The three of us in the balloon. We had an airplane chasing us;

we had a helicopter chasing us; we had a ground crew chasing us.

And we flew through the night. And Duke Gildenberg, a meteorologist at Holloman, had cautioned us that there was a possibility of a front moving in from the west that would catch us the next morning, early. So even before we took off we had an idea we were going to have to land fairly early in the morning to preclude this front catching up with us.

As sun-up approached we were approaching Roswell, New Mexico. And we prepared for landing. As we came in for landing, I decided that I would let Dan Fulgham do the landing. Of course with me being the instructor pilot watching him closely. As we were coming in to approach the landing, we were getting in close to Roswell. As a matter of fact we were on the outskirts of Roswell. When we looked back over...

Q: Which direction from town were you?

A: We were coming in from the west, northwest of town.

Q: Okay.

A: And we could look back 15 or 20 miles, and we could see this dust cloud coming, so we knew that the front and the high winds were not too far behind us. So we knew we had to get down to land pretty quick.

We really had one pasture left, where we were, or we would have had to flown all the way across Roswell, because of the direction we were going in and the wind direction, so we really just had one approach that we could make. And Dan set up a good landing approach for this rather small field. And I can remember the trees, that the leaves of the trees whipping back and forth as we came over the top of them, I knew it was going to be a pretty fast landing.

Just about the time we got ready to touch down, we must have been going, oh, 10 or 12 knots, at least, horizontal speed across the ground. And just before we got close to the ground Dan cut the balloon away just as we touched down. He did a perfect job.

But we had this horizontal velocity, and the result was, with

the high CG that we had in the gondola, the gondola flipped. Absolutely did a complete flip, like you take a dice cup. And we ended up inside of this gondola, the three of us, with the gondola over the top of this. You can imagine the rapid rate that this thing rotated.

Well, Dan was hurt. We knew that. And Bill Kaufmann and I actually lifted the gondola, which was quite heavy, off, and we pulled Dan out from underneath the basket of the gondola. He had been hit on the scalp. We could see the blood rising very quickly and I was really concerned about him, because the way that, the rapid rate that this blood was accumulating I was wondering if he was going to die or not. But he didn't seem like he was in shock. We treated him for shock. And about that time our chase crew got there, and the helicopter got there. And we took the three of us in the helicopter and we flew just a few miles away to Roswell Air Force Base, where we landed.

In the meantime, our chase crew, including a tech sergeant by the name of Hap Lutz, L-U-T-Z, who is from the hospital at Holloman. He called the duty officer at the hospital at Roswell and alerted them to the fact that there had been an accident with Air Force air crews associated, and that he needed emergency doctors and technicians to immediately proceed to the base hospital. Now, this was very early in the morning. It must have been 6:00, 6:30. The sun was up, but it was early in the morning.

We arrived at the hospital, and the treatment...

(Skip in tape)

Of course, this was a SAC base, and they have security. You know, intense security at all SAC bases. Particularly since, when somebody lands like this out of the unknown, they automatically, in SAC they thought it was an IG team. And they were always concerned about being caught by the Inspector General, so we may have gotten some extra attention from the security aspect of it, but we were administered to...

My main concern was, one, was Dan Fulgham. You know, his physical condition. But barring that, I wanted to get the hell out of there as quick as we could, because, you know, we had had an accident, and I just wanted just to get the hell out of there. So I was really pushing everybody to get out of there.

Q: What were the specific reasons you were interested in getting out of there?

A: Well, first of all, we had had an accident and we were at a SAC base, and I knew they'd make a big deal out of it. We had tried to keep our project, not classified, but not known. We wanted to keep it quasi-classified.

Q: Well, I noticed in your book *Long Lonely Leap* that you did, you discussed that the project wasn't classified. However, you guys, just amongst yourselves, you treated it as such?

A: Yes, we did.

Q: What was the purpose of that?

A: Well, we didn't want any publicity. We didn't want publicity. We... You know, my belief was that if you did something then you could get publicity, but that what we were doing at this point was preparation for something. So we didn't want any premature releases about anything we were doing.

So it would have appeared to someone not conversant with the project that we were hush-hush, that we were secretive, and we wanted to get the hell out of there. And we did want to get the hell out of there. But, you know, to an innocent bystander it might look like that, you know, that we were in fact trying to cover up a classified mission.

Q: Because one of the nurses I talked to who was at the hospital that day did say that she thought that it was a classified mission, but according to the official records that I've been able to locate this project was always unclassified.

A: Right. It was unclassified.

Q: There was never a classified element of this...

A: But I wanted to get the hell out of there, and I was pushing to get out of there. And, you know, I wasn't too verbose in what we were doing and why we were doing it.

Q: All right. Okay. So, then, you went to the hospital, and...?

A: So, finally, when it was determined that Fulgham was okay, we quickly went outside and got in the helicopter and flew away. And our chase crew, who had picked up the balloon gondola and balloon and equipment, followed back toward Holloman. We got out of there as quick as we could. They drove back to Holloman and we flew back in a helicopter.

Q: All right. And once you were back at Holloman, what were the next steps?

A: Well, then, Fulgham, of course, was put in the hospital, and his head kept swelling, and they took steps to reduce the swelling. And the next day I flew a quick sortie with Bill Kaufmann, and the FAA man was there, and then I got out and Bill Kaufmann flew and got his write-off by the FAA for his balloon license.

Q: Okay. Then were you involved in Fulgham's transportation back to Wright-Patterson?

A: Yes. There was some question about how we were going to get him back. And I said, "Well, we can't take him back on an airliner," because he looked so horrible. So...

Q: Just how horrible did he look?

A: Oh, he was just a big blob. You could barely see his eyes. His nose just barely protruded out. He was really in bad shape. He looked like he had been in a fist-fight. Black eyes. But his whole face was swollen up from the ruptured hemorrhaging

of the blood vessels beneath the scalp. He really looked bad. And he couldn't see, and...

Q: His eyes were black?

A: His eyes were black. You could barely see his nose, he was so swollen. So I called back to Wright Field and got them to send a 131 to Holloman to fly us back to Wright Field. And they came there one day and we took off the next day, and we flew back to Wright-Patterson.

Q: What kind of reception did you get there at Wright-Patterson?

A: Well, when we stopped on the ramp, they dropped the ramp and I looked down at the bottom and there was Dan Fulgham's wife standing at the bottom of the steps. So Dan couldn't see worth a damn, so I grabbed him by the arm and said, "Okay, follow me down the steps, Dan." So we start down the steps, and we get to the bottom of the steps and Dan's wife sees me leading this blob down the staircase of this 131, and she looks right at me and she says, "Where's my husband?" And I said, "Ma'am, this is your husband." And I presented her this blob that I was leading down the ramp.

She didn't even recognize him, that's how bad he looked. Now, that's really something when a wife doesn't even recognize her own husband. And she let out a scream you could hear a mile away. He was, he was such a horrendous looking thing that she had no idea that the thing I was leading down that ramp was in fact her husband. That gives you some idea of what he looked like.

Q: All right. Okay. I'm going to ask you some specific questions about this whole episode. Let's see here.

Well, you've pretty much covered everything I was going to ask you. Okay.

A: I think at one time they had all three of us in three different rooms with the hospital, and I think at one time they

had three different groups of people working on us. I had a lot of the steel filings in my eyes. I had a bad cut over my eye, and I can remember all three of us being worked on simultaneously in the hospital.

Q: Okay.

A: And it didn't take very long. I don't think we were in the hospital... I can't believe we were there more than 45 minutes, from the time we got there until the time we were ready to leave. It was... We were in and out as quick as we could get.

Q: Okay. So during this time, I've pointed out some references to you in this book, which I'll call The Little Green Book.

A: Yes.

Q: There has been reference to a red-headed captain, an angry red-headed captain that was at the hospital, what they say was Roswell Army Airfield, but it appears that perhaps it was [Walker], the same hospital, but many years, 12 years later.

While you were there, did you have contact with any civilians? Especially a male civilian?

A: Not that I know of. I was red-headed, but I don't think I was angry. I was anxious to get the hell out of there. I cannot remember talking with anyone except the medical personnel, doctors and nurses and corpsmen, there at the hospital. If there was a civilian there, I didn't see him. I would probably remember him, but I do not remember him.

Q: All right. And while you were there do you remember having an altercation with anyone, or shouting at someone? And specifically, did you call anyone an SOB?

A: No. Absolutely not. That's not in my vocabulary. And there'd be no reason to ever say such a thing. No. Definitely not.

Q: Plus, it would probably attract attention to you, if you were trying to...

A: Well, I would not do it. There was no need for it.

Q: Okay. Did you threaten to kill any male civilians while you were there? Did you tell them they'd "be picking your bones out of the sand"?

A: No, absolutely not.

Q: Okay. Did you have a black NCO that was traveling in the hospital with you, assisting you? Someone who would have been carrying a clipboard and walking, like an assistant to you?

A: No. No.

Q: Okay.

A: Absolutely not. There may have been a black sergeant on the chase crew, the recovery crew, but I'm not positive about that. But there would have been no need for him to have been in the inside, and no one, none of the crew members that would be out there would have a clipboard or any official function. If they were there they were just standing there, wondering what is going to happen. But I... Definitely not.

Q: All right. Did you have any contact with any nurses when you were there?

A: Just as an official function. You know, maybe they were helping doctor us or take care of our medical problems. But I can't remember talking with any nurse. I may have, but I can't remember that instance.

Q: Do you remember any nurse that may have been startled to see Captain Fulgham's injuries?

A: No, but that could have happened, because he looked pretty gruesome. You know, a person walking in the room that saw

Dan Fulgham would probably gasp, because he was an ugly looking son of a bitch.

Q: Uh-huh. Oh, boy. I'm obligated to ask you all these questions.

While you were there, did you see any body bags or anything that looked like human or other types of remains and which you would know to be a body bag?

A: No. I know what a body bag looks like, and I did not see any.

Q: Okay. All right. Well, that looks like that kind of wraps up the hospital involvement. I'd just like to go back to the Project Excelsior.

The first thing is, did you name the project?

A: I did. I named it. And it meant "higher, ever higher." And after High Dive was canceled I thought about a title for the project, and it seemed to me that was our objective, was to go higher, ever higher, so I named it Project Excelsior.

Q: And it was also one of the names of one of the first Union balloons...

A: Was it?

Q: ...in the Civil War.

A: Oh, good.

Q: I thought that's what it was after, is one of the very first military balloons.

A: Only if it was a Confederate balloon.

Q: I think it was a Union balloon.

A: Then I would never name my project after that.

Q: So that couldn't be it.

A: No. But as part of our project, as part of High Dive and then carried on in my project, there were dummy drops from balloons.

There were two objectives to the dummy drops. First of all was to determine rates of spin that you could get from very high altitudes. These were the unstabilized dummies. These were anthropomorphic dummies, the 95th percentile, a variety of different dummies based upon when we were going there, or how many drops they had, how many had been bashed -- some of them didn't have the legs, some of them didn't have arms. Some of them looked really gruesome. But some of them were actually, looked just like a man.

We did, as I said, two series of tests. One series unstabilized and then one series stabilized, up to altitudes of 110,000 feet. These dummies were dressed just like a man, with flying suits on, helmets, boots, everything. This was like an air crew member.

Q: Why was that important?

A: Well, because we wanted to duplicate as closely as possible an air crew member bailing out at 100,000 feet, so we had kits on them, and boots and gloves and helmets, just like they would be actually jumping out. If you did a test with just a blob, you would never have any idea of how that could relate to an air crew member.

Q: Okay.

A: Now, some of these dummies, they were dropped all over the place. I mean, we tried it up on the range, but we'd take them up to 100,000 feet and send the signal. Sometimes they dropped on the range; sometimes they didn't drop on the range. A person that saw one of these dummies from a distance would swear it was a man, because they looked just like a man.

But as I said, some of them were different configurations, and they looked really weird, because they didn't have a face. In fact, the face itself didn't have sharp characteristics. They were kind of blobs. You could tell a nose, or you could tell what, maybe an eye cavity, but they would look kind of different to a person from a difference. And a person that didn't know what they were looking at could very well think they might be an alien, because they looked so different.

Q: Yeah. Looking at some of the photographs in the published reports. This is a report about the IOP-2 drop. We've been able to identify some of these dummies.

Like, this particular dummy is one of the Alderson-type dummies. And it shows the back of the head. And one of the traits that the aliens are supposed to have is, they're not supposed to have very well-defined ears, or protruding ears. Well, this doesn't have any ears at all.

A: Well, that's on page 15 of that report. Well, none of the dummies that I had ever had ears protruding. None of them had noses protruding. There were holes there where they were, where these normally are. So if you looked at a picture of all of the different types of dummies, the Alderson, the Sierra dummies, you can see that none of them actually have ears. None of them actually have noses. They would look like aliens if you don't know what you're looking at.

Q: Sure. Okay.

A: And some of them were small, too. Not all of them were the large anthropomorphic dummies. Some of them -- I can remember a couple of dummies that didn't even have any legs on them, so they were just kind of like a torso, looking. And some of the dummies were small dummies. They were not the full, man-sized dummies.

Q: The 50 percentile?

A: Fifty percentile.

Q: And then the five percentile.

A: So there were some small dummies that were dropped, too.

Q: While you were on that project, did you ever have occasion to go out on any of the recoveries?

A: Yes. Several of them. Several times I went out on recoveries. Both as a project officer, and before that as a pilot, just chasing balloon loads.

Q: So before you even got involved in this project you were a test pilot.

A: Yes. I was a test pilot at Holloman Air Force Base.

Q: And one of your responsibilities was to chase balloons?

A: Well, this was one of our additional missions that we did, was fly airplanes chasing balloons. And this was... Of course, they started flying balloons back at Holloman back in '47. But there was a lot of balloons was flying during '53 through '58. A lot of them.

Q: And what type of aircraft did you track these in?

A: Oh, everything from a C-47 to an L-19 to L-20's, helicopters, just a variety of different aircraft were used to chase these dummies. Correction. These balloon projects.

Q: And you also had chase aircraft on your dummy drops.

A: Yes. Once again, choppers. If they were going to be on the range we'd usually have choppers to help us locate them.

Q: And then fixed-wing aircraft off-range?

A: Yes.

Q: Yeah. I've looked... I developed a database from the official records that show where the dummies landed. They landed... I have them... Actually, I have a map where I've roughly plotted where they'd landed.

This... Like I said, that's all taken out of the official records. Is that pretty much, with what you remember, pretty much scattered?

A: All over the place.

Q: Scattered in different places.

A: There's a lot... Well, most of them hit on the range. These are not... These are just the ones that hit off-range.

Q: Right.

A: But most of them hit on-range. These were the ones that hit off-range.

Q: Okay. So when you... Did you ever go on an off-range recovery?

A: Oh, yes. Yes.

Q: Typically, how would you find the dummies?

A: We would watch them come down with the parachute.

Q: With...?

A: Eyes. The parachutes would open at 10 or 12,000 feet above the ground. They would give us a countdown -- 5, 4, 3, 2, 1 -- height. The dummies would cut away. Normally we would not watch them during their free-fall, but we would be in the general vicinity of where they were. When the parachutes opened, we could then see where the dummies were, and then we would follow them down to the ground, mark where they were, land on the closest road or airport and go and get vehicles to go in there and to recover them.

Q: So you say you landed on...

A: Sometimes you went with the vehicle; sometimes you would get airborne again and lead the vehicles into it.

Q: So you say you sometimes landed on the roads to recover them?

A: Yes. On the roads.

Q: And what type of aircraft would be landing?

A: L-19's, or helicopters. Or L-20's. I personally landed on L-20's and L-19's. The L-19 is a small Army airplane that we used to chase them.

Q: Okay. So, when you went out on these recoveries, was there ever civilians that were, that had seen this?

A: Oh, yes. There'd be civilians that had saw it come down. Or sometimes we'd go and find a civilian and say, you know, "We need to get in your ranch," or "Where can we get around this fence." But, no. There were a lot of civilians. And they didn't know if it was a dummy or a man under that parachute, so that attracted a lot of attention. Just...

First of all, the parachute coming down, an airplane circling it or a helicopter circling it, we attracted attention just by just the airplane circling the parachutes coming down. And then, they looked like a man. So, you know, people are curious. People are always curious. So if there was any civilians in the area, invariably they would be there to look at these dummies, because it attracted so much attention.

Q: Okay.

A: And then sometimes there'd be one parachute open, and there'd be a dummy that didn't open and it would hit the ground. Sometimes we'd find them and sometimes we wouldn't find them.

Q: Okay.

A: But there was always, usually, there was some civilians either that saw these systems coming down, or we actually contacted to ask them how we could get into their ranch.

Q: All right. When the... If the civilians came out, were you guys... You guys were in uniform? Air force vehicles?

A: Yes. In flight suits, or in uniforms. And once again, you know, we were dealing with equipment that we didn't particularly want to share what we had. We didn't keep it secretive; we didn't threaten anybody, but we would try to pick it up as quickly as possible and get it the hell out of there. First of all, we wanted to reduce the visibility that we had with the civilians, and, you know, we were never obtrusive, we were never disrespectful, we were never crude or rude to anyone, but we tried to get it out of there as soon as we could.

Q: Would there be any reason for anyone on any of your recovery crews to carry weapons?

A: No. I've never seen a weapon carried on any recovery. Ever.

Q: Okay. Obviously, and during any of the recoveries, or did you ever personally become involved in an altercation or, like you said...

A: Never.

Q: ...disrespect to anyone?

A: Never. Never, ever. And nor did I ever hear of anyone ever having any altercation or problem with anybody.

You know, those ranchers out there are very friendly and... No. We never had any problems. As a matter of fact we went out of our way to keep good relations with the people. We did not want to alienate anyone. We went out of our way. We would invite them to Holloman, to come to the flight line and, you

know, whatever we could do for good public relations with the people.

Q: You also told me that at some point when you had balloon packages, be it this dummy project or any other project, that it was important to collect up as much of the material as possible.

A: All the debris. We picked up everything that we could. And we went out of our way to do it.

First of all, we had had reports of the cows eating discarded balloon, plastic material. As a matter of fact, claims were filed against the government for cows that had died because they ate plastic. So we went out of our way to pick up every bit of debris, not only because of the environmental concern -- we didn't want to make the place look like a trash barrel -- but the fact that the government could be sued for removal of the equipment or damage to animals or property. So our rules were to pick up every piece of paper, everything we could.

Now, to an uninitiated observer watching this, they might say, "Gosh. Those guys are so secretive." But we weren't. We just wanted to make certain that the terrain was clean of debris.

Q: So how would you do this? You would have the guys fan out across...

A: We'd fan out, and make certain that we picked up every piece of string, tape, balloon -- anything there. We didn't want to leave any debris at any landing site.

Q: All right. Because there has been claims that the government went out there and collected up strange alien vehicles. While you were out there, did you ever see a strange alien vehicle of any type?

A: Never. Never, ever. And, you know, some of these balloons would land with the payload still attached. And this would be a long train of crap that was laid out across the countryside. And it would be, you know, 3 or 400, 500, 600 feet

long, from the beginning of the train of the equipment to the top of the balloon. So it encompassed a lot of area.

Q: And once again, you guys had to pick all that up.

A: We picked up everything and towed it back and got it out of there.

Q: How many guys would you typically go out with?

A: Oh, it varied. I would say most of the time it would be at least five or six people.

Q: All right. And then why was it...

A: And there'd always be a vehicle to load the equipment on. There'd always be a vehicle that would take the dummies and the equipment and balloon and everything back. One or two or three vehicles that would be on the chase party.

Q: Okay. Because some of these descriptions in some of these books, it describes a convoy of people coming with a tanker truck and a crane...

A: Well, that would be for the launch. See, sometimes they would launch the equipment actually over by Roswell to fly to Holloman. It would depend upon the time of the year and what the winds were. And what they would do...

Actually, what we wanted to do was, to release the dummies so they would impact on the White Sand Missile Range. So sometimes they would launch the balloons from Roswell. Sometimes they'd do it Truth or Consequences. It would just depend upon what the wind direction was. So, yes. It would be vehicles; it would be cranes, it would be tank cars; it would be communications vehicles. There would be a, you know, 15, 10, 20 different vehicles out there, and people in cranes and in tank cars and so forth for a remote launch.

Q: Did an airplane land on the road?

A: Yes. An airplane landed on the road. A helicopter landed right there alongside of it. I mean, it was a three-ring circus when you started launching these equipment off-range.

Q: Okay. All right. And then, why was it so important... In talking with some other people who were on the project, why was it so important to recover the dummies and their data case?

A: Well, because the data, most of the data was covered in a camera that was installed in the kits. The data and the accelerometers and the tape recorders and so forth were inside the kit that the dummy wore. So all of our data was from that kit. So it was imperative that we...

You know, the equipment was expensive and the dummies were expensive, but the data that we were getting, which was very expensive, was all contained in those kits.

Q: Okay. And someone -- I think it was Bill Beaupre -- related a story to me that some dummies came down near the Mascelero Indian Reservation. Do you remember that in particular?

A: I remember the incident. Not too much about it, but I remember it.

Q: He said that he... This is kind of funny. He said that he thought that you had to go out there and negotiate for the safe return of some of the...

A: Well, they were picked up by the Indians, and they were actually held for ransom. They wanted -- I think we paid them \$50 to get them back or something like that. But, yes, they actually had recovered them, and there was a reward notice on them, and they called up and we went out and negotiated the return of these hostages.

Q: Okay. The other last question that is kind of about the dummies is that you also indicated that the dummies were not only used and dropped for your project at Holloman and in that area, but also at Wright-Patterson.

A: Yes.

Q: Why were you dropping them there? And where?

A: Because we were testing parachutes there. And for many, many years -- I mean, since the 40's, the 30's, the 20's... Back in the 20's they dropped dummies at Wright-Patterson Air Force Base. That was a parachute test center there, and the dummies were dropped originally at Wright Field, and then they moved over to Patterson Field. There have been thousands and thousands of dummies dropped there in the Patterson area since the 20's.

Q: I see. And then, you had one particular one that you had mentioned involving General Rawlings.

A: Well, yes. On one of the dummy drops General Rawlings, the Commander of the Air Force Logistics Command, his wife was having a tea party in her back yard, which faced the drop zone. And she had 100 or so women out there having tea and crumpets, and we were doing a test. And one of our dummies dropped out of an airplane and the parachute didn't open, and this man-like looking, anthropomorphic dummy with a space helmet, a kit, reserve parachute and everything, impacted a couple of hundred yards in front of these women having tea. And it created quite a concern. They thought it was a real man. There was no doubt in their mind that they had just watched a man fall to his death.

I come running up with a couple of guys, and we grabbed the dummy and threw him in the back of the pickup truck and drove off, and the women, including Mrs. Rawlings, thought we were very callous about how we took care of a dead body by just throwing it haphazardly in the back end of a pickup truck.

So Dr. Stapp, when I got back, called me and wanted to know what in the hell had happened. He had gotten a phone call and wanted to know what in the hell kind of people he had working for him there, just throwing a dead body in the back of a pickup truck. So we got a big laugh out of that. And we explained to Mrs. Rawlings that it wasn't a body, it was a dummy.

Q: All right. I guess the last question is about, briefly, about the Stargazer Project.

A: The Stargazer Project started actually in 1958. I got a query from a fellow from the Smithsonian Astrophysical Observatory. He wanted to know if we could possibly convert the High Dive gondola, which had been built there at Wright Field, into an observatory for a telescope. I immediately thought it was a great idea because the system was adaptable to it, it was being unused, there had been a lot of Air Force money spent on the building of this beautiful capsule, a very large, eight feet across, 10 feet high -- just an ideal observatory for a telescope.

Q: And why did they build that capsule?

A: It was for the High Dive Project.

Q: For the High Dive.

A: Initially there were going to be two men go up in a pressurized gondola, they were going to go to altitude, depressurize it, one man jumps out and the other person brings the balloon down. Similar to the story in the movie *Threshold of Space*. The *Threshold of Space* movie was about that project.

So I went to Dr. Stapp and explained to him that I thought that we could get a lot of very good basic research with this, taking this telescope up with an astronomer. Dr. Stapp approved the project. And we thought it was going to take about a year and half. It actually took four and a half years.

We did a series of balloon tests all over the United States, trying to develop the balloon. We did chamber tests. The chief scientist for the observatory for the telescope part was a Dr. J. Allen Hynek, who was at that time the Director of the Smithsonian Astrophysical Observatory. He subsequently went to Northwestern, where he was in charge of the astronomy there at Northwestern. He was also a consultant on the Blue Book Project.

The telescope... The Navy was involved. The astronomer was a William White from the Naval Ordnance Test Station at Channel Lake. It was a very ambitious program. And we made one flight on the project on December the 12th, 1962. That was almost successful.

Q: Do you remember where that landed?

A: Yes. It landed at, near Lordsburg, New Mexico. It took off in the morning and landed the next morning near Lordsburg, New Mexico.

The project needed additional funding to continue on. Dr. Stapp had been transferred from the Air Med Lab and he was the only visionary in the Air Force that would help promote such programs, so the program was canceled. Unfortunately, it was canceled, at a great loss to the scientific community. And financially it was a disaster for our country, because NASA got the same data and it cost them billions of dollars that we were doing for a few hundred thousand. But that was a political decision and an economic decision that the Air Force made. And that was the last high-altitude balloon flight that was made in this country, period.

Q: Going back to Dr. Hynek. What was your relationship with him?

A: Well, I knew Dr. Hynek for five years. As I said, he was a consultant to the Air Force Blue Book Project, and he would frequently come to Wright-Patterson for meetings, and he would spend half the day with the Blue Book people over at the AFTD, and then he would come over and we would work on our Stargazer Project. I would see him quite frequently. I would say at least once a month. And most of it discussion about the project.

Q: Did he ever have a reason to discuss any of the Blue Book stuff with you?

A: No. But we talked about these things, and we discussed the prevalence of UFO sightings when the balloons were airborne because a lot of the UFO reports were when there was actually a

balloon at altitude, the sun had set on the earth but it was still shining on the balloon and it would sparkle, and there was a lot of UFO reports. And we'd discuss this at length, about UFO's. But he never, ever mentioned to me any of his convictions about the validity of any UFO's that could not be explained by good examination or investigation.

Q: Did he seem like he thought that there was indeed these...

A: No.

Q: ...flying saucers?

A: He gave no indication that there was any credence to any real, defining anything that could not be explained by good investigation. Either aircraft, sunspots, balloons. He never, ever indicated to me that he thought there was things that were not explained.

Q: So is this surprising, to see him come out with a lot of these books?

A: Oh, I was flabbergasted when he, when the... When the Roswell Incident was reported, I am certain that he would have had any idea that there was such a thing, had any validity to it, that we would have discussed it at length. Never did he ever mention the Roswell Incident. And this -- I was associated with him up through 1963, and I feel certain that if he felt there was any validity to, that if he knew about the Roswell Incident, that he would have discussed it.

Q: I see. But he was, he was obviously being the astronomer on this project, he was thoroughly familiar with balloon techniques...

A: Oh, yes.

Q: ...the Air Force was using at that time.

A: He knew. He knew everything about the Air Force program, all the classified programs. He was very... Not only through the practical application that we were doing, but through his association with AFTD.

Q: And after you did Stargazer, did you ever have occasion to run into him at a conference or anything?

A: No. The last time I saw him was in 1963.

Q: All right.

(END)