

Lieutenant Colonel Kaufman

"Roswell Incident"

24 May 1995

Interviewer: 1st Lt James McAndrew

Q: I came here to interview you for, we're responding to a GAO inquiry regarding events that have come to be known as the Roswell Incident. We've researched for about the last year. We wrote a quite lengthy report last summer which I provided you a copy. Subsequent research has determined that there was more to the story, and we came upon some of the work that you had done previously when you were in the Air Force. So I'd just like to start it out with what year did you join the Air Force, and...

A: When I entered the Air Force I entered the U.S. Army Air Corps from the Army of the United States Infantry in 1943. It must have been about August of '43, and received my commission as a pilot in December of 1944. Then left the service in January of '46, I believe it was and returned to school at the University of Minnesota where I flew in the Reserve then for four years, and reentered the United States Air Force in February of 1950, and remained in the Air Force until I think it was October of 1968 when I retired.

Q: So your main job, you were a pilot?

A: I was commissioned as a pilot, and I remained on flying status until, I think it was '61 or '62 when many of the pilots who found themselves in primary occupations other than flying were, according to the regulations, excused from meeting the requirements of flying.

Q: So what was your main occupation?

A: My main occupation during World War II, once commissioned, was in B-17s. I was a co-pilot on a B-17. When the war ended in Europe we were transferred to a B-24 outfit in the Training Command. I was a co-pilot in B-24s until I left in '45 or '46.

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programs in use of altitude equipment, oxygen masks, things such as that, parachutes, seat ejection. I got involved in pressure suits and obtained a Master's degree in human physiology, then flew for a year during the Korean War, and returned to the Aeromed Lab as a project officer on altitude suits, where my main efforts were in the development of the MC-3, MC-4 altitude suit, the sort that was used by the U-2 pilots.

Then I returned to the university and obtained a doctorate in human physiology and biophysics. From that time on in the Air Force, my main function was as a research scientist, applied scientist. We studied a variety of stresses, but mainly temperature -- extreme cold or extreme heat, exposure to nuclear detonations.

The last two years in the service I was in charge of a laboratory at Holloman that had the responsibility for studying impact, thermal stress again, exposure to space, vacuum of space, disrupted circadian rhythms and things such as that, sleep deprivation, isolation.

Q: What year did you arrive at Wright-Patterson?

A: My first assignment to Wright-Patterson was in about May of 1950. After three months or four months at the School of Aviation Medicine in Randolph Field, Texas.

Q: Did you remain assigned there pretty much until you took that assignment at Holloman?

A: I was there for my entire, if you will, practical Air Force career except when I was in the university or the one year of flying. Then at Holloman two years.

Q: That brings us to the project you became involved in where you were actually learning to fly a balloon.

A: Yes.

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Q: Could you describe under what circumstances did you become involved in balloons?

A: That must have been in my third assignment at the Aeromed Lab. Joe Kittinger had begun his balloon projects, and wanted some backup pilots. His requirement was, or the requirement to train for one of these positions, was to first be a pilot, a pilot on flying status, and to have made a parachute jump. There were two of us in the laboratory who met that requirement -- Dan Fulgham who had been an F-84 pilot and a parachutist, and I had made a parachute jump with the parachute laboratory at Wright Field in 1950, so I had the parachute jump, and I was also qualified as a pilot, in non-flying status at the time.

So we then, along with Joe Kittinger, did some TDY at Holloman and were checked out as balloon pilots, which at that time I think we flew four nights in a row, and we flew at night because the winds were calm. Then we would make landings and vertical ascents and vertical descents and so on, very early in the morning before the winds came up, and then by 7:00 or 8:00 or 9:00 o'clock when the winds had come up for the day, we would stop flying and return to the base until that evening about dark when the winds were going down. We again took off in the balloon.

I've forgotten what the requirements were, but there a total number of hours required, as I remember, and a total number of landings of some sort. Then we had to be observed by FAA examiners and do a little written test. It seems that anybody who was a balloon pilot at that time was also a balloon instructor, so Joe met those requirements, and the FAA people came down and watched us that last morning ascend and descend. We did a little written exam before we did that, and we were granted a balloon license.

These, by the way, were not hot air balloons. They were mylar, I believe, two mil mylar or something of the sort balloons filled with helium. They were helium-filled balloons.

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Q: I have some pictures.

A: There's the gondola, which was sort of like a big garbage can. The balloons, if I remember correctly, were 50 feet across. They might not have been quite that large, but they were sizeable balloons. I think we weighed about 1200 pounds on launch, and that put us with three occupants and parachutes and ballast, a stabilized altitude of I think about 12,000 feet. So they were sizeable balloons.

Q: We reviewed your personnel record, and we found a reference that you were involved in a non-dirigible aerostat accident on the 21st of May, 1959.

A: That is probably the third flight which...

Q: Who was flying the balloon with you?

A: All three of us were in the balloon. That was Captain Joe Kittinger, Captain Dan Fulgham, and I, Captain Kaufman. We launched a balloon from Holloman, from the base itself at dark, and the winds were from the southwest, and we drifted out across, up over the mountains. We had, as I remember, an aircraft escort, a C-131. We had radio contact with them, and we drifted all night. In the morning, as it became daylight, the C-131 left us, went back to the base, and the helicopter came out in anticipation of picking us up.

We also had a truck, escort if you will, who at the end of the flight would pick up the gondola and the balloon, package it all up and return it to the base.

We landed the balloon northwest of Roswell, I suppose some distance 25 or 30 miles. I don't know quite what, but we were some distance from Roswell, and talked to the crew of the truck who said they had been in contact with the base, the base weather people, who forecast a strong dry front coming through or something of the sort, and they felt that we should shut down then.

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Well, the sky was beautiful and it was dead calm, so we decided we would get a few more minutes, perhaps hours in. Something that people always express surprise at, we were making touch and go landings in the balloon, which was very simple in that balloon. You simply valve off a bit of helium and the balloon starts its descent, and when it settles to the ground, you dump a bit of ballast and the balloon rises again. And then you valve off again and the balloon touches the ground, and you can touch very vigorously, or you can touch very gently, and you can establish an altitude a few inches above the ground and drift across it and bump into little rocks and so on.

This is what we were doing. We had ascended again to perhaps 150 or 200 feet, and the wind came up very briskly and very suddenly, and we found ourselves drifting into the northwest corner of Roswell, New Mexico -- very rapidly. I think Joe said later when he checked the weather, that the wind had risen to something like 70 knots.

I happened to be flying the balloon, if that term can be used. We decided rather quickly that we should try to set down, since the wind was getting stronger and stronger, that we should try to set down on the northwest side of Roswell before we got over the city, rather than waiting until we had drifted all the way across the city to try to set down.

In so doing, we set up into a rather steep approach into a small pasture in which there was a palomino pony grazing. And there was a small cottage next to this little pasture. The pasture was probably an acre or two or three. The balloon settled very gently. I happened to be facing the direction we were moving, to the southeast, and as instructed, a finger on the safety switch which allowed the second switch to be pushed which cut the balloon away with explosive bolts. Well, when we touched down, as instructed, and I was patting myself on the back -- that's a mistake. We touched down in the northwest corner of our little pasture very nicely. The balloon touched the ground. Bumped. I hit...

Q: The gondola?

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A: The gondola. I hit the safety switch, then hit the explosive bolt switch, and we rolled up in a ball. That is, the gondola had turned completely upside down with the three of us under it, and it suddenly became very dark.

This balloon was fitted with a cargo chute so that when you cut the balloon away, there was still a cargo chute above, on the risers above the gondola. I can picture this strong wind inflating the parachute and dragging us across this little pasture, and I made some remark like, "Let's get the hell out of here." I heard Dan Fulgham say, "Not yet," very insistently. And then he said, "Now," and the three of us quite readily, easily, lifted the gondola, about 1100 pounds, off of us and came out.

A rather interesting sight. I find it very humorous looking back at it. The truck, apparently, had driven through the fence into us to pick up the gondola. We were not far from the little cottage, and the occupant of the cottage in his long winter underwear was out on the porch screaming at us, "You can't land that damn thing here," although we had just. Maybe he was talking about the chopper, which was also landing beside us at the time.

We had a lieutenant get off of the chopper, whom I had not seen before, and he was busy placating the rancher, that everything would be taken care of, and the horse was running through the fence and out down the street. All sort of Keystone Cops like.

Q: Was it H-21 do you think?

A: Pardon?

Q: An H-21?

A: Yes, it was a rotor at front and rear, very noisy.

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Dan Fulgham came to me and made some remark about how did he look? His face was rather badly scraped. He was wearing an experimental helmet, hard hat, which had been crushed.

Q: Is that...

A: That's it. It's different than a standard pilot's helmet.

Q: It's like a cap.

A: It covers the top mainly. It's like bike helmets sort of. This thing was like a piece of paper. You could shake it and it would flutter. He, apparently, had been hit in the forehead by the edge of the gondola. And you can see the gondola is padded at the top. As the dice cup went over, he must have turned around, along with Joe. I was face down under, in the dirt. Joe must have been on top of me, and Dan on his back on top of Joe, and then the lip of the gondola must have struck him in the forehead.

As I remember, one of his eyes, the pupils were dilated, and he asked me if he looked all right. I said, "Oh, Dan, you look fine. You've got a bit of an abrasion there," and again, rather humorously, he said, "I think I've fractured my skull. See that they take good care of me," and he laid down on his back and cross his hands on his chest and closed his eyes.

While this was going on, the lieutenant was placating the rancher. The horse had disappeared. The balloon had gone off skyward, deflating itself. The truck crew was doing their job magnificently loading up the gondola into the truck and getting out of there and trying to put the fence up again.

We loaded up into the... I talked to one of the crew members of the chopper, I suppose a crew chief. I'm not familiar with choppers, and wasn't then. I said, "One of us seems rather badly hurt. Do you have a stretcher?" Yes, they had a stretcher, and we put Dan on the stretcher and loaded him into the chopper.

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Joe was bleeding rather badly but superficially from under I think his left eye.

Q: So Fulgham got the hit in the head. You put him on the stretcher and took him to the helicopter.

A: Yes.

Q: And now Captain Joe Kittinger was also injured.

A: Yes. He had what turned out to be a fairly superficial laceration under, I think it was the left eye, but it's a highly vascular area and he bled profusely. Joe was very disturbed about this, that we should wreck the balloon and get in all sorts of bad public relations problems here and so on.

But the thing at the time, we were concerned about Fulgham and the pilot asked what we should do about it? He said Roswell Air Base is right down here, and we decided, I don't remember the details, maybe I said let's go down there to the hospital or something.

Q: That would be Walker Air Force Base. What used to be Roswell Army Air Field.

A: That's right. It was across town, as I remember. So the pilot called the tower, and this must have been about 7:00 o'clock in the morning. It was quite early. Called the tower. Then we began to get into trouble about shooting touch and go landings in a balloon. That sort of confused things.

Q: Now you're en-route...

A: We're en-route from northwest Roswell to Walker Air Force...

Q: You're basically MEDEVACing these two injured pilots.

A: That's right.

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Q: Since he had a head injury, you were taking him to the nearest medical facility.

A: The pilot called the tower and said, and having come from an experimental base, it was nothing unusual to him to have a balloon accident or to evacuate somebody who might have been hurt a bit or call the tower and say we need an ambulance. He simply said, "We've got an injured pilot on board. There's been a balloon accident, and we would like the flight surgeon and an ambulance to meet us at the tower." That was about the time that General Curt LeMay was running SAC, and SAC bases were being invaded by training groups and what have you. The tower established the fact that yes, we were an Air Force chopper and that we seemed to have somebody injured, and what had we been doing? We had been shooting touch and go landings in a balloon.

Q: So this is when LeMay used to do surprise inspections.

A: That's right. Surprise inspections, true.

Q: And security was...

A: Very high.

Q: Walker was a nuclear base at that time.

A: That's right.

So we landed the chopper. We got clearance to land and landed the chopper right in front of the tower and were met by an ambulance and several MPs with machine guns. The flight surgeon did not bother to come down. He was busy with a prenatal clinic that morning.

We loaded Dan into the ambulance and were accompanied by the MPs to the hospital. The chopper shut down and waited for us.

It was really pretty heavy stuff for three captains who were used to getting in line for months to get something done on a big

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base like Wright-Patterson, and here we had a chopper assigned to us and everything was going our way.

But we got to the hospital, and here were all these women who were pregnant sitting in there, and we come in with... All three of us covered with dust from rolling around in the desert under the gondola. Joe got stitched up very quickly. Nothing happened to me. They got me on the phone to the base commander who wanted to know what the hell is a touch and go landing in a balloon. I explained it to him and he said oh, that sounds very reasonable. He said, "I have to call the general." I've forgotten which general it was. But anyway, his commander, and tell him what has happened here.

I stood around cooling my heels while they looked Dan over thoroughly, and Joe paced up and down, and decided he'd better call the colonel back at the base at Wright-Patterson and explain to him what had happened.

Q: Where do you think he was doing his pacing? In the hallway there?

A: Yes, and the pregnant ladies were watching us, as I remember. But yes, he checked the weather and checked the winds and things like that.

Then he called the colonel back at the Aeromed Lab.

Q: Which colonel was that?

A: Colonel Stapp. John Paul Stapp. I could hear him on the phone explaining to Colonel Stapp in a rather loud voice what had happened. He told him that Dan Fulgham had been injured, but he seemed to be not seriously injured, and that he had a minor cut, and that Bill Kaufman wasn't hurt at all.

We got Dan patched up and they wrapped his head up in a big bandage. Once again, we left by ambulance.

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The base colonel called back and wanted to talk to me. He said, "Captain, what did you tell me you were doing?"

I said, "We were shooting touch and go landings in a balloon."

He said, "I thought that's what you said. I told the general that, and he said 'What in the hell do you mean, touch and go landings in a balloon?'" So he said, "I've got to call him back and explain this again.

We then loaded up and flew back to Holloman.

Q: So the H-21 helicopter...

A: Was still waiting.

Q: ...that was your chase helicopter turned into your MEDEVAC helicopter.

A: Right.

Q: It stood by and then you got back on it.

A: Yes. Then they transported us back across the mountains there to...

Q: How long was that helicopter ride, would you say?

A: It was an hour at least. I don't remember. We got back there about noon. Dan, of course, was put in the hospital. That sort of ended... No, that didn't end our experience.

Dan stayed in the hospital and the next morning the FAA people came in and we launched a balloon again, right near Holloman, and I made my required vertical ascents and descents, and did the written before, and then did the vertical ascents and descents, and they said yes, that's it, and gave me a ticket that said I was a licensed balloon pilot.

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That's about the end of the story there. As I remember, it was a Sunday morning. The next morning was a Sunday morning, and that's when we flew back to Wright-Patterson. Holloman provided us, again, with I think a 131 and flew us back to Wright-Patterson.

Q: Was it a regular flight, or were you guys the only ones on board?

A: No, they set us up. We were the only people on board. Dan was all bandaged up. You've got a picture of him here, I think.

Q: I imagine he'd also have to be, due to the nature of that injury, was there some discussion of making sure it was a pressurized airplane to...

A: No, we just, off we went. We knew nothing about it except that the flight was scheduled for such and such a time Sunday morning, and we'll take you back.

We got back and landed in front of the tower, taxied into the front of the tower at Patterson. I think the only one to meet us was Dan's wife. Dan, of course, was all bandaged up and couldn't wear a hat. You can see he has two black eyes. That was essentially the end of the episode, except that the program progressed from there on to, Joe did some work with, I think it was Michigan State or the University of Michigan, astronomical...

Q: MIT, for the Stargazer?

A: That's right. I did some work for them on the temperatures that they would expect staying up that long and overnight and what have you. And that flight went off rather successfully. That was one I was quite interested in.

Q: So you worked on Stargazer.

A: Anticipating the sort of temperature exposure that they would experience. And then, of course, the program progressed.

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The initial idea was that one of us pilots, and as it turned out it would be me because Dan had been hurt and was out of the program, one of the pilots after Joe made this final jump, I've forgotten what it was called.

Q: Excelsior.

A: Excelsior or something to that effect. After he made the final jump, I was supposed to fly the balloon back to the ground. Well they decided, not necessarily with my urging, that since the balloon couldn't be used again, these mylar balloons were used once and they could not be used again, that they just cut the balloon loose and drop the gondola. So then I fitted Joe, again, with a pressure suit and with some, or I think somebody else fitted him with a pressure suit. We helped him with the cold weather clothing and he ascended by himself and made the jumps, one, two, three. The program terminated, I believe, with the final jump from 102,000, 103,000 feet. A solo jump.

It wasn't quite over, because Joe received an award from General Schriever and I can't remember what it was, but we had a nice banquet and so on, and I flew Joe down to Andrews and listened to the dinner and the banquet. I had a pleasant evening with a gentleman named Murray who had flown the X-1 after the original flights had been made. He flew it many times to compressibility, and it would spin out of control, and he would recover and try again. A very interesting man. I spent the evening talking with him and a couple of other people, and then we flew back to Wright-Patterson after the ceremonies that night. So that was the end of my association with Project Excelsior.

Q: A very interesting story, indeed.

What we've been able to discover, there's been a lot of people writing books, movies, television programs, magazines, things like this where they describe some odd goings-on at the hospital.

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A: I think there were odd goings-on, all right. Odd but not unexplainable.

Q: I have some very specific things to ask you, going back...

Since you're experienced in physiology, what type of injury... We reviewed his medical record and the doctor at the time describes what he had as a hematoma to the forehead with an abrasion, I believe, swelling of the forehead.

A: My, and I'm not a clinician. But what appeared to me to have happened was that Dan must have been on his back, and as the gondola tipped over, the lip of the gondola, this part, if you can picture this turning and striking him like that. It must have brushed across his forehead, wiping the helmet off, and making a massive bruise to his eyes and his forehead and as I remember him, he appeared to have a hematoma, that is a bleeding, like a blood blister, under the skin that began at about his eyebrows and worked all the way back to the crown of his head and over to each ear. His head... It couldn't have been an ordinary hematoma because it wasn't all the deep purpose of a blood blister, but rather disruption of the capillaries and swelling. He had a swelling on his forehead after a week or so that was probably a half inch to an inch in thickness, that covered his forehead and went back to his ears and up to the top. He didn't wear a cap, as I remember, for weeks.

Q: If you were to look at him, would you take a second look?

A: Oh, indeed. Well, you can see from this picture. His eyes were swollen shut, and he's got a beautiful shiner under each eye. The forehead was pushed forward and around the side. He had relatively short hair, so this protrusion was not covered by his hair, it was right there. So he had a rather big head.

Q: While you were there, you mentioned, you said there were women in the hospital getting prenatal care. These were a lot of civilians that were there?

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A: No, I think they were service wives. As I remember how they explained this to us was that, for some reason or another I think this was a Thursday morning, and it may have been a Thursday. Then we flew Saturday morning and then went back. That sounds about right. Maybe it was Friday morning. But apparently the flight surgeon's office for this one particular morning a week became the prenatal clinic. Here were these women, some probably not very pregnant, or in the first stages of pregnancy, up to those who were coming pretty near full term, and they were in for their monthly or weekly or whatever examination of their pregnancy. So they had their regular appointment this morning. Except for emergencies such as we were, nobody bothered the flight surgeon. He did his prenatal work.

Then these three very dirty, dusty, one bleeding, one on a stretcher individuals are brought right into this group, and unloaded there. Then of course there was a certain amount of confusion at the time. The usual prenatal clinic was not interrupted by such goings on. I would call it a certain amount of confusion. The medical people, of course, handled it very well.

Q: Whenever there's a crash on an Air Force base, and there's people being attended to, or a crash anywhere where people are being attended to in that environment, it becomes somewhat, very busy...

A: I would say so. Frantic might be a mild descriptor.

Q: While you were there...

A: People move very quickly, and there are phone calls being made and things, and gurneys go pushing through with stretchers on them, things like that.

Q: While you were there, you said there were military wives there. Did you run into any individuals wearing civilian clothes, male, any men wearing civilian clothes, or had interaction that you can remember?

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A: I wouldn't remember that. I do not remember details. I was off on the phone, as I said, a couple of times. I was called back to take the phone. Evidently the base commander called down to the flight surgeon's office to ask what the hell was going on, and could somebody explain it to him. I think a buck sergeant or staff sergeant came and asked me if I would talk to the base commander, and I talked to him. Then I went back and...

I remember the phone that Joe was at. I could hear him talking from the sort of small waiting room that... How many women there? I don't know. Maybe a dozen, maybe only six. It's many years ago, as you know. Then I was called back to the phone again to talk to the base commander. I really couldn't say if I saw or met... I don't remember any males, let's put it that way, except the medical people.

Q: Did you encounter any nurses that you can remember?

A: I think there were a couple of nurses involved, yes. The person who came to me, as I remember, was a male staff sergeant, or of about that rank. He may have been a tech.

Q: NCO.

A: Yeah. Perhaps the NCO in charge of the clinic or something.

Q: Were there a lot of doctors there?

A: No, I don't think so. I think at most there were two. I really don't remember having anything to do with them except that, as I remember, one in a white coat, the usual white-coated physician came out and met the gurney with the stretcher on it and back down the hallway. I kind of picture this going down a hallway, around a corner into something.

I think Dan was still on the stretcher when we took him back to the ambulance. I don't believe he walked out. I don't

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remember that. But later when we left on Sunday morning, he was up walking.

Q: How would you describe Kittinger? Physically.

A: Physically, Joe was red-headed, perhaps red-headed Irishman, Mick. Rather stocky, as I remember him. Kind of brusque. A man of several personalities. Very enthusiastic about some things. Very charming and slick at other times. Very outgoing. He could be disturbed, too.

Q: When you were coordinating getting back to Holloman and you were on the phone with the base commander and things like this, Captain Kittinger also was involved in this process?

A: I don't think he talked to the base commander at all. I think the only phone call he made was to Colonel Stapp. He was the commander of the Aeromed Lab at that time at Wright-Patterson.

Q: Did you see Colonel Kittinger get in any discussions with any civilian men or...

A: No. I don't remember that. The only clear recollection that I have of being closely associated with Joe physically at that time in the flight surgeon's office was that Joe was perturbed that we had had an accident. The program was somewhat controversial to begin with, and as I remember, funding was something of a problem. As I think back on it, I would think Joe was somewhat disturbed about misunderstandings that might occur and the project being shut down, and things of that sort, and he was somewhat agitated about this.

I do remember him calling the weather station, too, and coming out and saying to me, I think he said the wind was up to 70 knots in some of the areas. Maybe it wasn't that much. Maybe it was 30 or 40. It was very strong, at least. He fussed a little about that. Then he said, "Well, I've got to go call the colonel. I've got to call Colonel Stapp and tell him what happened."

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Yeah, he was somewhat agitated, as I think any... Joe was very enthusiastic about his program.

Q: He'd just had a crew member injured.

A: And having somebody injured, that's right. I think that he was understandably agitated at what had happened. Nobody likes to have an accident. Certainly not in your own project. Yes, I would say that Joe was somewhat agitated, but I don't remember any incident or any aspect of this other than those two things.

I remember him coming to me and talking to me about the weather. He was checking the weather right after we got in there, and him saying I've got to go call Colonel Stapp, and I could hear him talking to Colonel Stapp. Whether he had a phone there or whether he was in an office around the corner, I don't remember.

Q: Someone has alleged that this red-haired captain was going through the hallways and he was calling this civilian, he said he called the civilian a son of a bitch. Would that...

A: I don't remember anything like that. That's highly unlikely, as I knew Joe, that he would do anything like that. He might... As I remember, Joe did not use obscenities frequently. Again, that may be another side of him that I didn't see, but I would think that he might express his feelings not toward an individual, but toward the situation. This is a damned rotten situation.

Q: During this time did Colonel Kittinger, or working with you, did you have a black NCO? In this particular hospital setting.

A: I don't remember that.

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Q: Did Colonel Kittinger have a black NCO assistant on that day? Someone who would have gone around with him and done things with him?

A: There may have been a black NCO in that clinic, but he would not be... It would be that day only. I don't remember... There was somebody on the chopper, and like I say, perhaps the crew chief, but I don't remember that he was black. One of the medics there in the clinic, if there was such a person. But no, I have no remembrance of that sort of thing.

Q: On this day were there any airplane crashes other than yours where someone would have been killed and put in a body bag?

A: Not that we were aware of.

Q: Not that you saw?

A: No. We certainly didn't hear anything... If there had been a major accident in the area, we spent two more days down there, and I'm sure we would have heard about it. It would have been in the papers or something of the sort.

Q: Since you were stationed there at Wright-Patterson, starting at about 1950 on a pretty regular basis until about 1967, I'm obligated to ask you. There are a lot of people who discussed these so-called space aliens being stored in a freezer or being experimented on by the Aeromedical people at Wright-Patterson. In your experience there, in the years you were there, did you ever hear these stories? Or did you have any knowledge of any of these things?

A: We, to my knowledge, my three tours in the Aeromed Lab, if there were any aliens or bodies stored there, it was a magnificently kept secret. I never heard anything about it. I think everybody was aware that there was a UFO program going on there at the time, I think it was called Project Blue Book or something of the sort. We were aware of it. I don't think anybody thought much of it except the people who were working directly with it.

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A: No. The whole time I was there, I was certainly unaware of any physical aspects of this or even rumors. I think a lot of us, if it ever came up, sort of chuckled at the idea of UFOs or aliens or things like that. If there was, it was the best kept secret there has ever been.

Q: That kind of wraps it up. Do you have any final remarks?

A: No. Only that I thoroughly enjoyed my experiences with balloons and with Joe Kittinger and Dan Fulgham. It was a wonderful time. We did very exciting things, which of course couldn't be done now with the human experiments committees and things like that. Outstanding facilities. Fine people to work with. We complained regularly about obstructionists and things like that, but we still managed to get most things done.

The laboratories we had, I think regularly what a great facility we had there with a shop and capable engineers and physicists, electronics people to help you build equipment. Experimental equipment that, when they finished their testing you could use to build something else out of it. It was just a great time. And I think it's a time that may never occur again, of course.

Q: That's everything I have. Thank you very much.

(END)