

Testimony of Harry Allen Jordan - US Navy November 2000

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Mr. Jordan spent 6 and half years in the US Navy and was a radar operator on the USS Roosevelt in 1962. Trained in operations intelligence, he has a classified clearance and also worked in electronic countermeasures. He testifies that as a radar operator on the Roosevelt, he had a radar contact with a huge object above 65,000 feet traveling at about 1,000 knots. The Captain launched two Phantom-2 aircraft to investigate. As the Phantoms approached the UFO, it disappeared and about half an hour later it re-appeared but this time closer to the ship. He described the intimidation which followed the event. He later found out that in the prior year the Roosevelt had a huge UFO event that was photographed where people saw a saucer descend from the clouds. This happened more frequently after the Roosevelt took on nuclear weapons. Many years after Mr. Jordan was discharged from the Navy, he says that he was listening in on his HAM radio to the Space Shuttle STS 48 communications when he heard them speaking about seeing an alien spacecraft. He describes the harassment which followed after it was known what he had heard.

My father was attached to the Anacosta Naval Air Station in Washington, D.C. and I was born in '43. And he was at the Anacosta Naval Air Station in July of '52 [when all of the UFO over-flights of Washington DC occurred]. I remember this later because of a lot of reports. And when I was a young kid one night in the summer when it was very clear, these lights came up the river. They were like sparklers. There were giant ones. There were amber ones. They were a bluish white color and floated over the trees very quietly. Some of them moving very slowly and some moving fast. Kind of like soap bubbles but they weren't moving according to the wind or anything. They weren't balloons that were light or anything like that.

And this went on for about one-half hour. And then we heard some kind of a horn and then all of a sudden saber jets were coming up the Potomac River chasing these things. Some of them went straight up and out of sight. And the thing that reminded me of this mostly was when I saw the movie Close Encounters of the Third Kind. The hair kind of stood up on the back of my neck because those little light bulbs that came through the toll gates on the freeway reminded me exactly of what I saw when I was a little kid.

Well, these objects tied in with the famous fly-over in 1952 in Washington, D.C. And I put two and two together and I was there and saw those at that time. There were newspaper articles in the Washington Post, the New York Times and Life Magazine about that .

When I was in High School I enlisted in the military service. After I enlisted I went through classification in Norfolk, Virginia. They sent me to the aircraft carrier U.S.S. Franklin D. Roosevelt. I spent a total of six and one-half years in the United States Navy and was honorably discharged in 1967 as a petty officer.

When I first went into the service I picked up the U.S.S. Roosevelt in 1962 in Palermo, Sicily. I came on board as a radar operator and was trained in OI Division, which is Operations Intelligence Division. But it took me a year to get my classified clearance to work on certain radar and electronic countermeasure equipment. My cruise book is from 1962 to 1963. And in Newport, Rhode Island they trained us on the state-of-the-art radar. I got a commendation for detecting a Russian bear aircraft from Commander Gibson at that time.

I knew what commercial aircraft were. I could check their "is it friend or foe signals", etc. I knew about the tactics the Soviets used. Soviet military aircraft would get into commercial air corridors and try to be masked by the IFF squawk in the back of commercial aircraft, you know.

Anyway, I was on mid-watch during my second med-cruise. It was oh, sometime between midnight and 2:00am. And I had a contact come on the radarscope. This new radar that we had used a SPA 50-inch repeater. We used to have SPA 8's, and a VG, a vector guide that we would plot aircraft on. And I know the difference between surface search radar and air search radar. There are differences in polarity of the radio signal and things like this and how the waves come back. We knew all this stealth kind of stuff, you know, active and passive electronic counter-measures.

So I know the difference between a flock of geese, or wave returns or false echoes. We could even generate false signals: Part of my job was to generate false signals to mid-shipmen who would come on board the Roosevelt for training on radar equipment to see if they could tell the difference between an

internally false signal that's generated and a real signal on a radarscope. And in fact, this was the first thing that challenged me to check it out and see if the contact I had on the scope was genuine.

This target was above 65,000 feet and the strength of the signal was as strong as the surface contact on the water of an aircraft carrier so this contact was huge. It got my attention and the attention of others that were on watch. There were four enlisted on watch and two officers at the time that this occurred. We challenged it and checked the codes out. It was not commercial. And then it began to move fairly slowly at first, and then very quickly. It was doing better than 1,000 knots. The first time I picked it up on radar it was hovering, it was stationary. Then it was doing about 1,000 knots. Then when we tried to make contact it was over 500 miles away. When you have that high an altitude you can detect aerial contacts at a much greater distance than a line of sight or a UHF communications.

In this particular case it was showing up on height finding equipment and it was showing up on radar equipment. The CO came in and he wanted to know what the heck was going on here. And they looked at it and asked what the hell was that, you know? And it got the attention of the Captain at that time, Captain Clark- my commander was Commander Gibson. There was only one person on watch in ECM and in the matter of 15 minutes the ship was being turned and two Phantom-2's were being prepared for launch.

Now I got on a set of headphones and I'm on a SPA 8 repeater now. And I'm listening to communications between the pilots and the CO flight ops. And when you go to general quarters you do the same thing and I was used to doing this because one of my jobs during general quarters was to sit right next to the commander of our division and to listen to the aircraft. My job was to log in all the tally-ho's and everything [a tally-ho is when contact is made with the target by the fighter pilot]. My job was as a recognition expert, also-to be able to identify different types of navy ships, foreign ships, commercial ships, maritime ships, and aircraft. Not only electronically but visually and be familiar with electronic fingerprints.

In any event, the Phantom-2's went to after-burners. And they were about 100 miles or so away from this contact and turned on the conical scan radar to lock on and it winked out. Just disappeared. I could see the two Phantom-2's on my scope and this thing winked out. They flew around for about 10 minutes and then they headed back to the ship.

After they landed, about 35 minutes later, this thing winks back on again and it's about 12 to 15 miles from the ship, hovering at about 30,000 feet. It's a clear night, stars are out and I look out so I can talk to other crew on my headphones. Everybody is connected, your air plotter, your surface plotter, your officer, your flag plot, the Captain, or whoever the officer of the watch is up in the conning tower. On an aircraft carrier this is very serious business because you have a lot of people involved and a lot of safety factors involved. And so it's not a normal thing just to fire things up that quick.

In any event, they went out and the lookouts couldn't see anything. Nobody could see anything. But it was there on our radarscope. It was not a false signal. I never saw anything [either]. I could [tell from] the reports coming over my headphones.

The thing that really startled me the most was that after I got a break I went down the corridor and for the first time I saw two armed marines there. Two marines there, the one that usually stands with the Captain, and they are outside ECM and they wouldn't let me in there. And I had a clearance to be in there. And then I saw other officers there whom I had never even seen before. So something went down.

Now, the next morning we went down to eat breakfast and after mid-watch a lot of the Airedales were down there talking about the weird operation that night and what had happened. And of course I couldn't say anything. I didn't say anything because I was told by my CO that, Jordan, you know, what you have in your log, this never happened. And I wasn't the only one there on watch that night. So anybody who was there at that time knows what I'm talking about and knows that it's the truth. But less than a dozen people knew what went on that night. And that ship had 5,000 men on it.

After that particular med-cruise a few of us started talking about it. And I later ran into a Navy chief at the school up in OCS who told me a story about when he was down in the Caribbean and they had a GQ and they were on operation readiness inspection with the ships. And they saw this large UFO come up out of the water and take off. And he said that the movie the Abyss was based on that particular story and that was a part of the Navy records.

I have since contacted many of my shipmates because of everything that's been going on with UFO's lately. I had been in touch with Mr. Chet Grazinsky who has been a tremendous help because he also witnesses a UFO encounter on board at another time. In talking with Mr. Grazinsky who was with the Roosevelt in '61, the year prior to when I arrived on board, I learned that they had a huge UFO event. This

UFO actually came down out of the clouds- not only lights but they saw a saucer. And photographs were taken and we've been trying to get in touch with the photographer who took those photographs. Grazinsky saw it. And there were documents that I have seen that refer to the Roosevelt having several instances of UFO flyovers particularly after they took on board nuclear weapons, there were these UFO events.

[There is a continuing pattern of extraterrestrial vehicles showing concern about our nuclear weapons and related facilities. SG]

You are a little skittish about talking about UFOs with people because they probably think you are bouncing balloons off the wall or something. But people cannot know what they themselves have yet to experience. But this happened. It was real.

In this case, the radar contact was not leaving any kind of a heat signature. It was not leaving any kind of a trail. It was not moving at an usual speed. This thing was moving 10, 15 miles in 30 seconds, 20 miles, then 30 miles, then 40 miles, then 100 miles. And in three and one-half minutes this thing moved almost 500 miles. And then it was moving from one altitude to another in a way that would cause any normal pilot to black out. This was a real contact. This signal from this contact at that distance and that altitude was sending back a signal as strong as the Roosevelt itself and the Roosevelt was over 1,000 feet long.

A Lieutenant Commander whom I didn't know very well came over and he asked, you know, what was up Jordan? What have you got in your log? And he says, you don't need to put that in there. Now to me that was highly irregular, highly irregular to say that particularly on a ship's logs. I did have the contact logged in there. And I started writing in UFO...

As far as I know it was not recorded anywhere on the ship unless it is in the Captain's log or the Division Commander's log.

Years later during the [Space Shuttle] STS 48 mission, while they were in orbit, I was listening on the HAM radio. I have an OMNI antennae and the astronauts were saying, 'we have the UFO under observation'. And then I heard them say we have the alien spacecraft under observation. I was one of the HAM operators who did hear that. So I called Dr. Kasher about that, he is a friend of mine who had a son going to school where I teach, and I told him they are talking about alien spacecraft. They actually use that term over the airways. And it just stunned me. It just stunned me...

Now get this: After word got out about this I was in touch with a friend of mine, Vince DiPietro at Goddard Space Flight Center. Next I get a call out of the blue from the payload manager at Johnson Space Center for the shuttle and they wanted to talk to me about the videotape I had on that mission, that videotape we happen to have [showing what appears to be a weapon system attempting to strike a UFO near Earth orbit]. He wanted to know what was up and what I was listening on and what I had on my HAM radio.

Later I saw Inter-Agency cars right across the street and guys in suits taking pictures of me. They also took pictures of me and my wife in Kansas City when we were at Worlds of Fun. I told other people about this because I got very skittish about what was going on here. I took down the license number of the vehicle and it was registered at an Air Force Base.

I also had an Air Force Intelligence Officer visit me at my house. I asked to see his credentials. He wore civilian clothes and he showed me credentials- it was U.S. Air Force. He just wanted to come in and see my HAM equipment and so forth and so on. And of course I can understand that. I've got nothing to hide so I took him down in the basement and showed him all my stuff.

The planet is becoming intellectually celibate in my opinion. People are walking around in a daze. They have no idea, no idea what is going on. Many corporations have been getting wealthy [from UFO related research and materials]. Yes they've been providing humanity as a whole with technological change that benefits us all but they really aren't sharing the meat and the source of where it all came from and ultimately they are not sharing the truth about UFO's.