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 JULY 11 1954 WALESVILLE, NEW YORK (KEYHOE-1955 P 175) 2 WITNESSES00
 AT 100N AN F-94 STARFIRE JET WAS SCRAMBLED FROM GRIFFITH AIR FORCE BASE TO 01
 CHECK ON AN UNKNOWN NEAR UTICA, NEW YORK, WHEN THE STRANGE BLIP FIRST SHOWED 02
 ON AIR DEFENSE RADARSCOPES, THE USUAL SWIFT CHECK HAD BEEN MADE, BUT NO 03
 AIRCRAFT WAS SCHEDULED TO BE AT THAT POINT. GUIDED BY GROUND CONTROL, THE 04
 PILOT CLIMBED STEEPLY WHILE HIS RADAR OBSERVER WATCHED THE REAR COCKPIT SCOPE, 05
 BY NOW THE PILOT COULD ACTUALLY SEE THE UNKNOWN -- A STRANGE GLEAMING OBJECT 06
 MOVING SWIFTLY ABOVE, PULLING INTO A TIGHT CLIMBING TURN, HE STARTED TO CLOSE 07
 THE GAP. 08
 AT THE SAME TIME HIS RADAR OBSERVER STARTED TO CALL THE UNKNOWN. THERE WAS 09
 NO RESPONSE. 10
 UNTIL THAT MOMENT THE STARFIRE-S JET ENGINE HAD BEEN WORKING PERFECTLY. 11
 SUDDENLY, AS THE PLANE STREAKED TOWARD THE UFO, A WAVE OF HEAT MYSTERIOUSLY 12
 FILLED THE COCKPIT. IT WAS LIKE THE BLAST OF A FURNACE. HALF DAZED, THE 13
 PILOT RAN HIS EYES OVER THE INSTRUMENTS. THERE WAS NO SIGN OF TROUBLE, BUT 14
 THE STIFLING HEAT WAS INCREASING EACH SECOND. 15
 FRANTICALLY HE LOOKED AROUND. THE RADAR OFFICER-S FACE WAS A BLUR IN THE 16
 WAVES OF HEAT. AT ANY MOMENT IT SEEMED THE WHOLE PLANE MIGHT BURST INTO 17
 FLAMES. 18
 BAIL OUT -- BAIL OUT HE SHOUTED. 19
 HE JETTISONED HIS CANOPY AND SEIZED THE EJECTION LEVER. HE FELT THE JET 20
 JUMP AS THE RADARMAN BAILED OUT. HALF BLINDED BY SWEAT, HE GOT A GLIMPSE OF 21
 THE UNKNOWN OBJECT AS IT PASSED OVERHEAD. THERE WAS ONE FINAL BLAST OF HEAT. 22
 HE PULLED THE EJECTION LEVER AND WAS HURLED OUT OF THE COCKPIT. 23
 MOMENTS LATER, HIS SENSES STILL BLURRED, HE SAW THE RADARMAN-S PARACHUTE 24
 BELOW HIM. LOOKING BACK AT THE F-94, HE GROANED. THE JET WAS PLUNGING 25
 STRAIGHT INTO THE VILLAGE OF WALESVILLE, NEW YORK. AS HE WATCHED, HORRIFIED, 26
 IT CRASHED IN THE HEART OF THE TOWN AND BURST INTO FLAMES. 27
 AFTER THE HEADLONG PLUNGE, THE F-94 STRUCK TWO BUILDINGS AND CAREENED INTO 28
 A CAR. FOUR PEOPLE WERE KILLED, TWO OF THEM CHILDREN, AND ANOTHER WAS 29
 SERIOUSLY INJURED. AS SWIFTLY AS POSSIBLE, GRIFFITH FIELD OFFICERS LOCATED 30
 THE TWO AIRMEN AND PIECED OUT THE STRANGE STORY. STILL DAZED, NEITHER MAN 31
 COULD ACCURATELY DESCRIBE THE UNKNOWN OBJECT, NOR COULD THEY EXPLAIN THE 32
 SUDDEN MYSTERIOUS HEAT WHICH HAD FORCED THEM TO BAIL OUT. 33
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11. In July, 1954, two Air Force pilots bailed out of a F-94C type aircraft, which crashed in Walesville, N. Y. (I think) and killed four persons (July 2). Mr. Keyhoe mentions that their cockpit became unbearably hot as they were chasing a UFO, and they left their aircraft as a result of this heat. Although Mr. Keyhoe made no mention of fire, this seems a likely answer. What is the Air Force Answer?

The July 1954 F-94C type aircraft accident you mentioned is not contained in Air Force UFO files.

Atkins Lt. Henry F. Gordon in F-94C on July 2, 1954, reported that he and another pilot were chasing a "balloon" which was emitting a bright light. They bailed out of the aircraft and landed in Walesville, N. Y., about 70 miles from Rome, N. Y. The object was reportedly sighted 70 miles from Rome, N. Y. On the same date, the Utica Press got 1000 calls, reporting a balloon-like object between Rome and Walesville. Mr. Summerfelt of AF Depot at Rome believed the object was a balloon and would investigate if still visible to the pilots sighted, or did they find it later? Was the "balloon" later identified?

Don Moore
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Case 2. A jet fighter returning from a "scramble" to intercept an "unidentified aircraft," plunged into the Walesville stream miles southwest of Rome, about 10:00 p.m., July 2, 1954. The plane crashed into an area with buildings killing four persons.....The Air Force in Washington announced the F-94C Starfire had been sent up on "an active air to land intercept mission." According to the A.F. release of July 3, "Air Force engineers said the cockpit of the plane became unbearably hot during the flight and that the pilot ordered his radar observer to bail out, then bailed out himself at 10:00 p.m." Then according to A.F. release in the New York Times July 3, "The Griffin AFB said, that fuel in the burning plane apparently had exploded when the jet crashed. They said it had not been determined whether an explosion occurred while the jet was in the air.....also I learned that the jet had successfully contacted the UFO but still could not identify it.....A Newark Airlines pilot estimated the altitude of the object at about 20,000 ft. He said he "saw a light apparently shining from it."

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JET 'EXPLODES' CHASING UFO NEAR UTICA, N. Y. The gamy but saucer-phobic press tried pitting wits with its readership. They handed the unsuspecting reader a front page story without the facts, then (see July 3 New York Times) presented the facts in a separate story buried in the back pages. Reason: They feared public reaction to saucer tragedy, viz. Capt. Mantell. But, wits didn't pit right with Ted Bloecher and others such as Lester S. Parker of Topeka, Kansas. They correlated the loose ends.

Let's review one 'end' -- the front page story: A jet fighter returning from a "scramble" to investigate an 'unidentified aircraft', plunged into tiny Walesville eleven miles southwest of Utica, about 12:30 P.M., July 2, 1954. The plane crashed into an auto and two buildings killing four persons.

The Air Force in Washington announced the F-86-C Starfire had been sent up on "an active air defense intercept mission." According to the U. P. release of July 3, "Air Force spokesmen said the cockpit of the plane ... became unbearably hot during the flight and that the pilot ordered his radar observer to bail out ... then bailed out himself at 7000 ft!"

According to the A. P. release in New York Times July 3, "The air base (Griffis AFB) said, that fuel in the burning plane apparently had exploded when the jet crashed." They said it had not been determined whether an explosion occurred while the jet was in the air."

"Later," according to A. P., "an AF spokesman in Washington said the intercepted plane was one that had failed to file a flight plan with C. A. A. or, one that drifted off its announced flight path."

The U. P. and A. P. stories of disaster were essentially true, but because of the "disaster" angle they designated the pursued object as a "plane" rather than a UFO. Ted Bloecher, who did some checking, told me that his friend, Ed Wilkenson, listened to a broadcast which described the incident, thus: "The jet had successfully contacted the UFO but still could not identify it."

But Ted Bloecher's real find was in the small item buried in the New York Times (July 3) back pages. It reads:

"A silvery, balloon-like object floating high over the Utica area sent residents rushing to their telephones to make inquiries of newspapers, police and radio stations.

The Utica Press estimated that more than 1000 calls about the object jammed its switchboard between 6 and 10:00 P.M. It was reported sighted by residents in a twenty-five mile radius extending from Rome on the west to Frankfort, east of Utica.

"Col. Milton F. Summerfelt, commandant of the Air Force Depot at Rome said the object appeared to be a plastic balloon about 40 ft. long and partially deflated. He theorized that it was making a gradual descent and said that if it still were in the area tomorrow morning a plane would be sent to investigate.

A Mohawk Airlines pilot estimated the altitude of the object at about 20,000 ft. He said he saw a light apparently shining from it."

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2 July 54

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON D C



REPLY TO DEPUTY INSPECTOR GENERAL
FOR INSPECTION AND SAFETY USAF
ATTN OF USAF AF-100 Base, Cannon AFB

AFIAS-RI

27 Oct 1967

SUBJECT Aircraft Accident Summary (Ltr, TDET/UFO, 18 Oct 1967)

TO FID (TDET/UFO)

In response to your request, a summary of circumstances has been prepared on the 2 July 1964, F-94C accident (attachment 1). It is hoped that the summary is sufficient for your purposes.

FOR THE CHIEF OF STAFF

1 Atch
Summary of Circumstances

WILLIAM RUSTER
Chief, Research & Evaluation Group
Directorate of Aerospace Safety

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SUMMARY OF CIRCUMSTANCES

At 1127 Eastern Standard Time (EST), July 2, 1954, F-94C 51-13559 crashed three miles east of Westmorland (referred to as the Walesville intersection), New York and was destroyed. The pilot and radar observer of the aircraft ejected successfully and were uninjured. However, the aircraft struck a civilian dwelling and a civilian automobile, fatally injuring a total of four persons.

The aircraft took off at 11:05 EST on a routine training mission. An afterburner takeoff was made and engine operation was normal. The afterburner was shut off at 2,500 feet and level flight was assumed. At the request of the ground controlled intercept (GCI) site, the mission of the aircraft was changed to airborne intercept and an afterburner climb was made to 12,000 feet. A visual sighting of the unidentified aircraft was made at 10,000 feet, but because of the slow speed of the unidentified aircraft, the pilot of the F-94C employed dive brakes, flaps and, at the same time, reduced the throttle to approximately 65 percent rpm. After identifying the C-47 aircraft by tail number, the pilot turned his attention to a second unidentified aircraft. The GCI informed the pilot that the second unidentified aircraft was probably low and letting down for

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a landing at Griffiss Air Force Base.

As the pilot started a descent, he noted that the cockpit temperature increased abruptly. The increase in temperature caused the pilot to scan the instruments. The fire warning light was on and the pilot informed the radar observer of this fact. The fire warning light remained on after the throttle was placed in "idle" so the engine was shut down and both crew members ejected successfully.

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