

July 15, 1964:

Phone report from NICAP Adviser Dan Sheridan (Ponte Vedra, Fla.) who was contacted by R.H. at Holiday Inn, Greenville, S.C. previous evening:

Last night (7/14) the Anderson Independent reporter who wrote up the Tallulah Falls case (7/8) had a sighting with 8 Toccoa witnesses. Has tape describing it; D.S. will obtain and forward.

Mrs. Rodacker of ^{Tallulah} Tallalua Falls has 12 witnesses. Dan is arranging appointment with her. Area of sightings is near hydroelectric dam, up-river from large AEC plant near Savannah.

Dan talked to B.E. Parham, Lavonia witness, for three hours and met family. "Very sober individual." Hood of his car is warped; smudge marks like sudden cooking, i.e. bubbled up paint, on car. Samples are being analyzed at local college. Albert Myrick and Dean Carpenter of Anderson FAA station checked car with Geiger counter, found some radioactivity (degree not reported) which was gone day or two later. Reportedly told Parham they knew these things existed and advised him not to shoot at them and not to spread his report: "We know of their existence, but can't tell you what it is."

Parham said UFO seemed to be the size of a car, and 4-5 feet in height.

Dan will send full written report over next weekend.

R.H.

*I Davis on 7/19/68 letter, indicates Dan Sheridan was NICAP adviser,
& contacted. Johnson is from Miami, got in touch with Parham
on our account & got additional details.
- 7/20/68 Investigator 11/11 p 8 lists L.D. Sheridan, former Capt. USMC, aviator, 3000-hr flight pilot, Douglasville, Ga.
is a NICAP adviser
- 8/13/68 Cf Vollec CTS-38. Seems to accept it. No indication it found it in ATIC files, refer to Fate!*

Washington, D.C.
August 10, 1968

Dear Jim,

Enclosed find some additional material on Parham that was not in the case file, and which you probably don't have a copy of. It is Dan Sheridan's report on his interview--referred to elsewhere, I was bothered that it wasn't in the case file, so I did some snooping about and found it in the Subcommittee correspondence folder. (God knows how ~~much~~^{many} data are buried there.) Sheridan's account provides some valuable first-hand impressions, although the general feeling about his reactions is rather more negative than positive. I'm not sure he was as careful as he should have been, however: you'll note several substantial errors in his account--that is, differences with Parham's own account to Juliano (know nothing about him), and the press accounts. It seems quite clear from these two latter acc'ts that the object made three separate passes at the car: the first brief, the second in which it paced the car 1 to 2 miles; and the third, when the possible E-M effect was noticed. I've tried to piece together a clearer picture than all these sources provide and in my version, I understand the object to have left the oily deposit ~~ax~~ following the second pass. You'll note that in Sheridan's account, it appears as if he understood Parham to say there were only two passes, or else is just plain foggy about it. But it is so specific in the other accounts, that I tend to go along with three, and call Sheridan in error, as he is with the date, the time, and Parham's home state (noted in red marks on enclosed copy).

His point about Parham's not having braked the car is interesting, but as Dick said in his answering letter (sorry, I made no copy), "maybe he was just too stunned to act. . . . At any rate, people's reactions to close-range UFO sightings are sometimes extraordinary. I grant it is reason for suspicion, but am so far inclined to accept the report as valid."

By the bye, forgetting Parham for a moment, I wrote to Powers about the Dale sighting to ask him what might be behind that statement about E's having seen paper burning. I asked him ~~xxxx~~ if, having made a first-hand investigation, he had any reason (specific) to suspect there might be a hoax involved. Was the Air Force involved in this case? I don't recall anything in the case file suggesting this, but if Powers were involved, would that imply an Air Force report on the case? I've been getting a number of letters off to various people about that curious sequence of 1964 landing reports beginning with Socorro--they beg alot of questions. The Major recently made overtures to the Lewis & Clark County (Montana) sheriff who was involved in the Canyon Ferry landing--I hope he responds, for we lack first-hand material on that case and I'm inclined to agree with the AF conclusion of "hoax" on the basis of the news accounts alone. The Hubbard, Oregon landing of May 18 (the witness just a kid) is rather bizarre, and we have some good dope on that, but I've gotten several letters off to people who might supply additional data, including one to the Air Force, for their official evaluation, which doesn't appear to have been made public. I've become so wrapped up in 1964, I quail to think about 1967, when things really became interesting.

Hastily,

T

HOLIDAY INN NORTH

U.S. 29 AT 16TH ST.
P. O. BOX 6293
GREENSBORO, N. C.
TELEPHONE 275-5371

HOLIDAY INN SOUTH

U.S. 29-70-220, AND
INTERSTATE 40 & 85
P. O. BOX 6293
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HOLIDAY INN

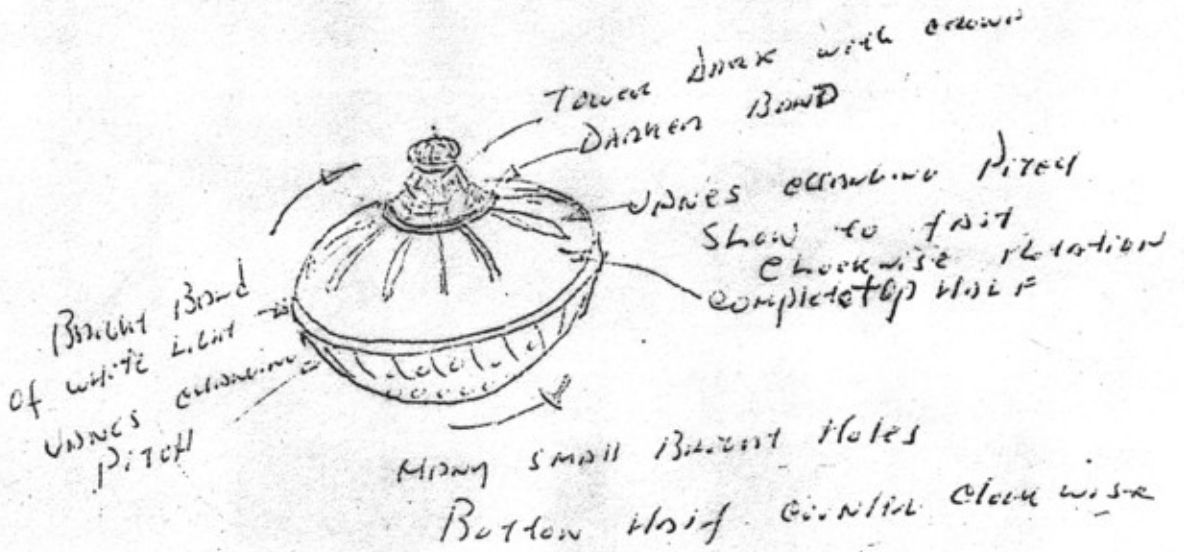
U. S. 29-70 AT W. GREEN DR.
HIGH POINT, N. C.
TELEPHONE 883-6101



Royce E. Hadden

1. A.M. June 30, 1964
Between ORNESVILLE, Ga + LAWRENCE, G

- RESTAURANT
- 24 HOUR ROOM SERVICE
- GIFT SHOP
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- TELEVISION
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- TELETYPE RESERVATIONS
- DIRECT TELEGRAMS
- ONE DAY VALET
- LAUNDERETTE
- SAMPLE ROOMS
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- FREE ICE
- PLAYGROUND
- ROOM SERVICE
- DOG KENNELS
- HOUSE DOCTOR
- AMERICAN EXPRESS CREDIT CARDS
- CAR SERVICE AVAILABLE



- Sounded like 10,000 whining snakes
- Dull color - Bright white in holes and band around edge
- Glowed Red, vanes constantly changing pitch, Revolved fast top + Bottom when learned

[Handwritten signature]



RECEIVED JUL 27 1964

Phone: 285-6527

BEAUFORD E. PARHAM
District Manager

L. Dan Sheridan, Jr.

Manufacturer's Representative

RURAL ROUTE #1 Box 137
WELLFORD, SOUTH CAROLINA
HE 9-2845

3818 Duval Drive
PONTE VEDRA, FLORIDA

July 23, 1964

Mr. Richard Hall,
NICAP,
Washington, D. C.

Dear Dick:

Enjoyed talking with you. On the face of it the Hartwell Dam Flap looks good but the deeper I go the more questions arise. But here's my report, re Buford Parham:

Buford E. Parham, Dist Mgr., Family Record Plan, Inc., 2015 W. Olympic Blvd., Los Angeles, Calif, his residence Rural Route #1 Wellford, S. C. Subj was driving home at 1. a.m. Tuesday June 30 in 1964 Chevrolet Impala, between Carnesville and Lavonia, Ga., when he sighted what he thought to be a meteor coming right down on him at a 45 degree angle from the night sky, hazy but stars visible, 20% cloud cover, stratus & cumulus skud, doesn't remember moon. Parham thought "he was gone", when object abruptly halted five feet in front of car, one foot off ground and began to pace car from the front, est. speed of car 60-70 mph. Parham transfixed continuing to drive onward same rate of speed. Asked why he didn't slam on brakes ~~xxxx~~ from normal motorist conditioned reflex (this is the flaw to the story that began me wondering) subj said he was so startled he was in a trance, only eyes & mind working. Asked why he didn't run off road then, said road was straight. Object continued to pace car tilting slightly forward, object dish shaped with a tower, about 6 feet tall and 8 ft wide, white glow from inside seen through many portholes on bottom and band around center, not emitting fire, but internal bright glow. Tower with band around it remained dark. Object continued ahead of car as if leading it, top half rotating clockwise, bottom counter, glowing center STATIONARY, giving a glowing band effect around outside edge. Vanes on each edge top and bottom constabty changing pitch. Tower big enough to hold average size man, though none seen or porthole on tower was not noted. Object then came right over top of car leaving in a bright red glow, momentary stifling heat, oily substance covered car, burned Parham's arm, sounded like 10,000 snakes hissing, smelled like embalming fluid. Moments later object came back (or another object came) down same xxxxxx as first, stopping in front & pacing car STILL

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GREAT BENDER
ROCK FORMIT
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NOTHING
UNITS
OPEN END
WANGER
UNGRAVED BARS
TOOL TOOLS

L. Dan Sheridan, Jr.

Manufacturer's Representative

3818 Duval Drive
PONTE VEDRA, FLORIDA

B. E. Parham, P 2

going at 60 mph. Object seemed to be refueling from head light beam, and would wobble on its horizontal axis, and before it accelerated, on vertical axis. Subj slowed down motor began to miss, he turned out lights, object turned bright red glow and took off as it came, going out of sight.

Am forwarding sep. cover newspaper file.

FAA men from Anderson, S. C. Al Myrick & Dean Carpenter investigated, found car (next day) to have more than usual radioactivity according to Parham. I did not talk with them. Parham quotes them as saying Govt knows of them, but not what they are, do not shoot them and report them to FAA.

My inspection of car - few smudge marks, oily smut taht they were having trouble getting off. Hood warped, from heat according to Parham. Car looked normal to me in all respects, just like any car that was that old. Not much evidence there, fan belts were changed, radiator had rust spots, but my car has that too. Arm didn't show any rash, wife said it now well, originally small rash.

No metallic reflection from object. Story seems somehow too pat, though subj good reputation, fine looking individual with \$18,000 well kept good located home, nice clean furniture nice wife, she skeptic, thinks he's trying to cover up getting home at 3 am when she expected him at 11. He laughs it off, is openhanded, had been contacted by lots of crack pots since he was interviewed on Monitor, she showed me "Flying Saucers Have Landed" by Admanski & someone else, he said he just got it from a group in Greenville that he vaguely identified. If he had that book prior to the sighting I would brand it a hoax. On the face it looks good, but I just don't feel like it is the real thing. Subj seemed real impressed about the ice falling and that his experience was within 5 miles of the spot. Further questions revealed he was much more interested in the spiritual cult side than he showed at first. When I explained to him the spectrum of tangibility and the time / speed theory I thought he was going in a trance. Let me probe a little deeper in a few weeks, also talk further with Parham, and the two others that I haven't seen yet. Mrs Radacker's seems well founded, but the reporter Billy Dellworth probably saw a satellite. I saw one last friday passing overhaed from S to n heading 0 degrees, in light 5 min horiz

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TOOLSMULTIPLE
NOTCHING
UNITSOPEN END
FLANGER

CALIBRATED BARS

LARGE HOLES

L. Dan Sheridan, Jr.

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PONTE VEDRA, FLORIDA

Parham p. 3

to horiz, size and brightness of first magnitude star, time around 11 p. m. FAA did not have information on any passing satellite, can you check in Washington. This was July 18. Also can you check Parham with FAA.

I have sighted satellites before and this looked the same, but if one wasn't there I had many witnesses and it would be a UFO of enormous proportions as the clouds ranged up to 12,000 and it was behind them. Possibly this is what Dellworth saw July 14 at 11 pm., and the rest was imagination fanned by Parham's story.

Now I don't have any reason to go either way yet on Parham. The car is no evidence unless the FAA boys got a good geiger reading. Parham is reliable, but is sort of flashy, enjoys the publicity, and as I say wife is skeptic. He looked the ladies man type, she the God Fearing homebody wife that makes the traveling husband walk the line. He gave me the clipping to read first, I scanned them and began my own questions, he got very suspicious when I asked him many questions that were already in the paper. He seemed to think I was trying to trip him up, and since he has asked the insurance people for a damage claim, thought I was from the insurance company. When I showed him a copy of the UFO Evidence he began to warm up and we had a long, threehour chat, but the story was always pat. There are similar sightings, on record, wonder if it is in that book he had. He showed me some of the Admanski faked photos, saying that is just how the bottom looked, those lamp shade deals with the bell top in Admanski's book. In thinking this over last few days and asking myself why I didn't feel right about this whole deal, I couldn't answer until last night it came to me - why didn't he slam on brakes, driving at night and a light coming at him. I would have and I would have dived away flying a plane on REFLEX only and so would anyone else. That is enough for me to lean toward the hoax, unless FAA got a high geiger count. You know though, on the other had, a similar maneuver on the part of UFO could cause many air crashes and automobile crashed. Parham could have been transfixed as he claimed, but as of now I can't buy. Attached is sketch of what he saw. Advise what you can find out & your thinking. Will continue with it

Sincerely

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TOOLS

MULTIPLE
WORKING
GRIPS

OPEN END
FLANGER

CALIBRATED BARS

WOL POINT TOOLS

July 27, 1964

8-25-64 ✓
Sent copy of USAF
St. Elmo's Fire expl.

AIR MAIL

L.D. Sheridan, Jr.
3818 Duval Drive
Ponte Vedra, Florida

Dear Dan:

Thanks for your very fine report on the Parham case. Since I am trying to rushout the next UFO Investigator, I only have time to comment briefly. Parham would have had to be thoroughly familiar with UFO history in order to come up with the seemingly authentic detail which he reported. The object he saw compares favorably with many sightings, particularly the Olden Moore case of November 1957 (see "The UFO Evidence," p. 169). I have seen Moore's sketch, and it is almost identical to Parham's.

The enclosed clipping received today was not clearly dated. The USAF apparently still does not know that ball lightning and St. Elmo's fire are two entirely separate phenomena. Their explanation would have to assume that Parham exaggerated considerably, or else that ball lightning is a pretty amazing thing which itself ought to be investigated, if it chases cars and, presumably, burns people.

If you are suspicious of Parham's report for any reason, by all means it would be worth checking further. It pays to be skeptical and objective in these investigations, and you have done an excellent job in that respect. Character information and impressions are invaluable.

Your point about him not slamming on his brakes is well-taken, but maybe he was just too stunned to act. If I saw something in the air approaching my car, or seeming to, I might hesitate and try to calculate whether it was better to jam on the brakes or accelerate to get out of the way. At any rate, people's reactions to close-range UFO sightings are sometimes extraordinary. I grant it is reason for suspicion, but am so far inclined to accept the report as valid.

What is this story in the clipping about a woman who had 3rd degree burns from a UFO? By the way, it is natural for someone like Parham to start probing UFO literature now-- even the odd-ball literature.

Regards,

L.D.S.