

F1 F2 F3 F4 F5 F6 F7 F8 F9  
Help Record Table fOrn Index Search File More Window

Regional Sighting Information Database

UFO Filter Center  
618 Davis Drive  
Mt. Vernon, IN 47620

UFO INCIDENT REPORT

The following printout represents the current record in the database:

PRIMARY DATA:

Date : 931202  
Time : 1730  
Locat: INDIANAPOLIS  
State: IN  
Hynek: RV  
Witn :  
Descr:  
Sound:  
Durat:  
Vall :

SECONDARY DATA:

Status : UI  
Berliner :  
Speiser :  
Forms :  
Needs :  
FI :  
District :  
County :  
Wit Name :  
Reference: PRODIGY

Copies Filed:

ORIGINAL, MUFON HQ ( )  
UFOFC COPY ( )

REGIONAL DIRECTOR ( )  
FI COPY ( )

CUFOS HQ ( )  
This form dated:

i1

Logged

12-Dec-11:32 AM

F1 F2 F3 F4 F5 F6 F7 F8 F9  
Help Record Table fOrM Index Search File More Window

RSID (Regional Sighting Information Database)

UFO FILTER CENTER  
618 Davis Drive

UNIDENTIFIED FLYING OBJECT INCIDENT REPORT

Mt. Vernon, IN 47620

=====

The following display represents the current record in the database:

PRIMARY DATA, SIGHTING:

Sighting Date: 931202

Military Time: 1730

Location: INDIANAPOLIS

State: IN

Hynek Value: NL

Total Witnesses:

Description:

Sound:

Duration:

Vallee Number:

If investigation status is complete (IC), copies should be filed as follows:

( ) ORIG, CENTRAL REGION DIRECTOR

( ) COPY, CUFOC HQ

( ) COPY, FI

( ) FILE COPY, UFOFC

Date of this form:

SECONDARY DATA, INVESTIGATION:

Status: *pe*

Berliner Value:

Speiser Value:

Forms Used:

Forms Needed:

FI In Charge: RIDGE

Indiana District: 05

Indiana County: MARION

Witness Last Name:

Report Source: PRODIGY

i1

[Index F]

01-Nov-10 54 AM

UFOFC

UFO FILTER CENTER  
NSID (National Sighting Information Database)  
HQ: The Indiana Group, MUFON

Offices: 618 Davis Drive, Mt. Vernon, Indiana 47620

Hotline: (812) 838-9843 Fax: (812) 838-1451

SUBJECT: INVESTIGATION ACTIVITY LOG

INCIDENT: PILOT SIGHTING, 931202 1730 INDIANAPOLIS, IN

(Current date of this log is date of last entry)

931202 1730 Hours. Date and time of alleged incident.

931207 2317 Hours. Date and time incident placed online by "subject" on Prodigy science bulletin board.

Date and time of this entry not known, original interception of computer message by Linda Claffey, SSD for western Massachussetts, but sometime after 931207 2317 Hours.

931212 1132 Hours. Primary notice at UFOFC. Received landline from Diane Desimone, SD for Massachussetts, regarding interception of said computer transmission put online 12/07 at 11:17 PM. Entire transmission read and taped for reference until hard copy could be mailed.

FI Norma Croda, SSD for Marion County and District 5, notified immediately and put on case.

931213 1730 Hours. Call from FI Croda. According to FAA rep, object was aircraft.

931215 1015 Hours. Landline from Elaine Douglas, Operation Right To Know, Washington, DC. Suggested I send two telegrams to FAA. She then contacted Katherine E. Kuhlman, manager ARTC, at Indy Center. Also talked with Bob Matt. Later CO with Matt indicates she demanded 6-1/2 hours of voice communications tapes.

1100 Hours. Contacted Evansville ARTC, talked with Russ Trestor. Mike Patterson, our liaison there, was not on duty. Trestor advised that we should contact the FAA at Indy for all information on the incident.

1530 Hours. Express mail letter to FAA requesting NTAP readouts & voice communications for 2 Dec. My letter was incorrectly dated 14 Dec.

Copy of Expressed letter to FAA sent to FI Croda, with notations.

Rapid Memo sent to Diane Desimone, thanking her for her call of 12 Dec.

931216 1100 Hours. Received landline from FAA rep, Bob Matt. Long conversation, not taped. Dec 2 event was a non-case. After his CO with FI Croda he

reportedly trashed the NTAP readouts after looking them over, said there was nothing on them.

- 931217 1500 Hours. Letter to FAA Quality Assurance Specialist, Bob Matt, thanking him for his call. Sent copy of latest newsletter.
- 1500 Hours. Received note from Diane Desimone with "subject"'s phone number and hard copy of original transmission. Also mentioned: Linda Claffey, SSD for western Massachussetts, and Barry Greenwood, CAUS, had sent written request under FOIA to Indy's FAA.
- 931220 1500 Hours. Sent copy of hardcopy of BBS transmission to CUFOS. Requested Mark Rodeghier contact "subject" since he was in the same area code. (Also sent article by Mike Palmiter on Victoria Alexander's MUJ article).
- 931221 0845 Hours. Downgraded our NSID listing from RV to NL with possible upgrade.
- 1500 Hours. Letter to Barry Greenwood about his FOIA request.
- 931228 0815 Hours. Taped telephone conversation with Bob Matt, FAA Quality Assurance. Approximately 30 minutes. According to FAA, "subject's" report does not jibe with FAA records.
- 940104 1430 Hours. Message on recorder from Robert Durant to return call this evening or early next morning. Reference, pilot sighting. Is leaving on flight to Europe for a week, so call ASAP. Call collect.
- 1930 Hours. Returned call. Conversation with Delta Airlines captain & researcher Robert Durant. Approximately 30 minutes. Wanted to know what we at UFOFC knew. Has filed a request with AOPA for voice communication tapes for the 9th (Dec 93). Incorrect date, s/b the 2nd. Will refile. Apparently, the information from FAA's Bob Matt does not jibe with reported information. If there wasn't a problem, what caused the excitement that generated the message in the first place, especially since the FAA confirmed it took place. Case still under investigation.
- 940105 1000 Hours. Checked with Walt Andrus of MUFON HQ on credibility of Robert Durant. AOK.
- 1400 Hours. Returned call from Mark Rodeghier at CUFOS. Robert Durant, AOK. "Subject" had been contacted. He is real. Sticks to story. Adds: incident lasted about 30 minutes & there was also a minor airliner emergency which could complicate the issue.
- 940106 1500 Hours. Letter and hard copies of all information collected sent to Robert Durant. Also send confidential copy of phone recordings with FAA for analysis. Included copy of CC with Rodeghier on

"subject".

1530 Hours. Letter received from Barry Greenwood of CAUS. Is awaiting a response from the FAA.

940111 0800 Hours. Landline from Bob Durant. Had just listened to the tapes and had several comments. He will go over tapes again and may produce a transcript. Incident was serious, whether UFO situation or not, and at this point the object apparently was never identified.

940113 FEDEX letter received from Robert Durant. Transcription of landline CO with (FAA) Matt/Ridge on 12/28. Durant suggested copy of his letter be sent to Matt. Stand by for landline response.

940114 Letter to FAA (Bob Matt) with copy of letter from Durant regarding questions arising from my notes on phone conversation.

Reply letter to Robert Durant with copy of letter to FAA.

940117 0800 Hours. Message on recorder. Barry Greenwood of CAUS: Received a response from the FAA on the Dec 6 incident over Indy. They claim in their letter that they have no record whatsoever. And they asked me to do something very unusual, I think, on an FOIA request, and that's file an appeal. Normally you can't file an appeal on a no-record determination. I don't know whether they have anything or not. They claim they don't.

940119 1200 Hours. Received a landline from FAA's Bob Matt. Very perturbed over Bob Durant's letter. I informed him that Durant was OK and that we need to talk with the pilot. He agreed to see if the pilot would be conducive to this request and also said he would contact Durant.

1500 Hours. Received landline from Bob Durant who had just got off phone with Bob Matt of the FAA. Durant had gone over all points in letter and wants to talk with the pilot. Matt still insists object was an aircraft, however, unidentified. According to Matt, pilot reported incident in one brief transmission. There was no incident or even an inquiry! If Matt were telling the truth, the ripple effect as reported from this "minor" incident reaching Chicago would have been impossible. Plan of action: Sit back and wait.

940204 Letter from Durant, dated 1 Feb. Has several sources within airline pilot community continuing to look into the Indy Center event.

END OF UFOFC LOG

SCIENCE &amp; ENVIRON

TOPIC: UFO

TIME: 12/07 10:22 PM

TO: ALL

FROM: STEVEN TAYLOR (DEJW50A)

SUBJECT: A NEW SIGHTING

CONFIDENTIAL

*Rec'd  
12/17/93*

I know there are a few UFO buffs out there so I thought I'd share the following with you. I am a radar air traffic controller at the Chicago Center and this last Thursday night at approximately 5:30 pm I was working the high altitude sector that covers eastern Illinois and western Indiana. This is typically a very busy time with alot of departures out of Chicago. So I was a little dismayed that the Indianapolis Center, due south of me, was rerouting all of their normal traffic into my sector. This made the sector extremely busy. After it was all over, my supervisor called the Indianapolis Center supervisor to inquire about all the reroutes into my sector. As it turned out there was a pilot on the frequency at Indy Center who was completely dominating the frequency with claims of being in contact with a UFO. This contact must have been pretty significant, because they took the time to clear all air traffic out of that sector. This is only done in emergency situations. The pilot must have been rather hysterical. And as I said this was high altitude, so it wasn't a C172 pilot, it was either an airliner or at least a business jet. That's about all I know. If you want further information you should contact the Indianapolis Air Traffic Control Center located at Indianapolis International Airport. You may be able to request tapes of the controller/pilot conversation as well under the Freedom of Information Act, as this is a US government facility. You should ask for the tapes of Sky and Wabash sectors. I have no idea if the radar actually picked anything up, but you may be able to request an ENTAP, which is radar data for that time period. Hope this helps you investigators. Steven

I believe in 8 days from now they will erase the tapes, so if you want them better get your requests in.

CONFIDENTIAL

Source: Steve Firmani: Digital Corp. employee computer bulletin board. Witness reported a large formation of three lights in triangular pattern in Auburn, Ma. date July '93. sound like rumbling. size approx 150 ft. case assigned by investigator who could not complete it, was re-assigned early December. investigator: Dan Malley.

Source: Steve Firmani. Digital employee reported ground tracings behind city hall and a light reported going up from that location date 29 Oct. Wilmington. Army was in there bulldozing the trees and bush to enlarge the ball park but they did not complete the job. witness said trees were scorched and limbs damaged. investigation determined an arson fire date June was responsible for tree damage. The contract with the army was written in early Sept. they completed the work in the 3rd week in Nov. source of information--the highway dept supervisor. report of light behind city hall still un-explained, witness won't talk to anyone. investigator: D. DeSimone. no report submitted. notes on file.

Source: Ray Fowler: Judith Knickle, FIT Gloucester, reports seeing a charcoal colored cigar-shaped object 22 Nov at 1107 hrs for a duration of 15 sec,  $\frac{1}{2}$  size of jet, seen first at approx 18,000 ft zigzagging down from a clear sky to disappear in a cloud bank of strato cumulus. investigator: D. DeSimone. report concluded as an ordinary unknown and submitted 6 Dec. also considered pelagic bird as alternative explanation.

Source: R. Fowler. One of the Allagash Four was on a hunting trip in southern Vermont 22 Nov watched a large triangle, no sound with 3 large lights on it. Same description as his previously reported sighting in so. Vermont Jan '91. case referred to Vermont.

Betty and Bob Luca called Ray to report seeing a black object w/o windows near Westminster on 13 Nov at 1340 hrs. they declined to be interviewed.

Source: Linda Claffey SSD for western Mass picked up a pilot sighting from the Prodigy science bulletin board. reported by the ATC Steven Taylor out of Chicago date 2 Dec. see copy.

update: Linda sent a written request under FOIA directly to Indianapolis FAA. Also-- Barry Greenwood filed same.

Francis -

The above summary is the activity for the year. As you see - it's been quiet. Abduction research goes on independently, and principally by Joe Nymann, Ray Fowler, John Tract, and perhaps half a dozen others whose names you wouldn't know anyway. I no longer do these cases, comments reserved for a later date.

continued →

in case you need it

ATC Steven Taylor 312 786 1018

before 1:30 pm or after 11 pm

Thanks for your help on Sunday.

There's no reason why you shouldn't pursue this case if you want to. It's generated a lot of interest.

We will let you know what we get.

Diana Medeiros



NORMA,

This was sent out Express Mail certified. We've got to get the data and draw our own conclusions from an investigation, not take anybody's word at this stage. I'm on it, but get me some contacts at the FAA, controllers, etc. We might need help.

I would have (should have) sent the letter Monday, but I had to get info from CUFOS and others on what to do and how to go about it.

Fran

December 14, 1993

FEDERAL AVIATION AGENCY  
Attn: Supervisor, ARTC  
1850 S. Sigsbee Rd.  
Indianapolis, IN 46241

(317) 247-2201 Control Center

Source: Interactive Personal Services Science & Environment  
DBJWS0A  
Topic: Unidentified Aircraft or Object  
Authority: Freedom Of Information Act

Dear Sir:

UFQFC has been advised by computer of an incident with a pilot and a possible unidentified object or aircraft in our district 5. This has been confirmed by officials at Indianapolis International Airport. The NSID (National Sighting Information Database) lists this event which occurred on 2 December, at approximately 5:30 PM, over that region.

We have filed an FOIA request and respectfully ask that you provide us with certain materials needed in our investigation.

We request:

1) ENTAP readouts

2) Voice communications tapes

regarding this incident for SKY and WABASH SECTORS. Please advise what transponder mode was used by the aircraft in question.

Mark Rodeghier, the Research Director for the Center for UFO Studies in Chicago has experience with this information and can help us to extract the data we need.

This information is for research purposes and not for public consumption.

We appreciate this information and any other data you may be able to provide. We would like to have the names of the radar operator or controller, and the name of the pilot. All names WILL be kept confidential.

We request that this information be furnished.

Sincerely,

Francis L. Ridge  
Director, UFOFC  
State Director, The Indiana Group, MUFON Indiana  
FI, Center for UFO Studies, MUFON

# UFO Filter Center

618 DAVIS DRIVE, MT. VERNON, IN 47620 (812) 838-3120

Offices for: UFOFC (UFO Filter Center)  
APRIG (Aerial Phenomenon Research: The Indiana Group)  
NINDY (MUFON Indiana)

December 14, 1993

FEDERAL AVIATION AGENCY  
Attn: Supervisor, ARTC  
1850 S. Sigsbee Rd.  
Indianapolis, IN 46241

(317) 247-2201 Control Center

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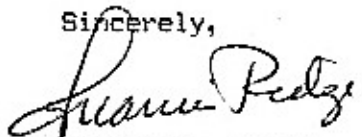
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We appreciate this information and any other data you may be able to provide. We

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Sincerely,



Francis L. Ridge  
Director, UFOFC  
State Director, The Indiana Group, MUFON Indiana  
FI, Center for UFO Studies, MUFON

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FROM: (PLEASE PRINT) PHONE \_\_\_\_\_

UPOFC  
618 DAVIS DR  
MT VERNON, WA 47620

TO: (PLEASE PRINT) PHONE \_\_\_\_\_

F.A.A.  
Attn: SUPERVISOR, ATTC  
1350 S. SISKIYOU RD  
MONTICELLO, WA 96241

For Pickup or Tracking Call 1-800-222-1811

## RAPID MEMO

UFO FILTER CENTER  
618 DAVIS DR.  
MT. VERNON, IN 47620

TO DIANE DESIMONE  
140 SARGENT ST  
NEWTON, MA 02458

DATE 12/15/93  
SUBJECT UFO - % PROPERTY

Hi Diane,

Thanks for the call — we're on it! However, Elaine Douglas tried to tell me it occurred on Dec 9. Not possible if Xmission was sent 7 Dec @ 10:22 PM.

I sent a registered express mail letter to Andy, FAA Supervisor. Elaine said send 2 telegrams — Not worth it! Normie Crada is FI @ Andy + she's in the case.

James

UFOFC

UFO FILTER CENTER  
NSID (National Sighting Information Database)  
HQ: The Indiana Group, MUFON

Offices: 618 Davis Drive, Mt. Vernon, Indiana 47520

Hotline: (812) 838-9843 Fax: (812) 838-1451

*12/20*  
1993

Attn: Mark Rodeghier  
CENTER FOR UFO STUDIES  
2457 W. Peterson Ave.  
Chicago, IL 60659

Dear Mark:

One last shot. Please call this number when it's convenient: (312) 786-1018, before 1:30 PM or after 11:00 PM. This is ATC Steven Taylor. Copy of computer transmission enclosed. We've at least got to hear what he has to say about the 2 Dec event at Indy. Try to tape the interview.

Mark, if you are impressed enough with him I will make every effort to contact that pilot.

There's no rush, so take it easy. The ENTAP readouts are trashed and allegedly nothing on them. The voice recordings are probably erased, too. But, the pilot may tell us something. We simply have to check out this primary source. If it falls apart, there's no reason to work on the FAA to get the pilot's name. By the way, Mr. Matt from the FAA said he re-contacted the pilot by ~~phone~~. Why would this be necessary if there was nothing to the case? The voice CQ should have been enough unless Matt didn't hear them.

Sincerely,

Francis L. Ridge  
Director, UFOFC  
State Director, The Indiana Group, MUFON  
FI, MUFON/CUFOS

UFOFC

UFO FILTER CENTER  
NSID (National Sighting Information Database)  
HQ: The Indiana Group, MUFON

Offices: 618 Davis Drive, Mt. Vernon, Indiana 47620

Hotline: (812) 838-9843 Fax: (812) 838-1451

December 17, 1993

FEDERAL AVIATION AGENCY  
Indy Air Route Traffic Control  
Attn: Bob Matt  
Quality Assurance Specialist  
1850 S. Sigsbee Rd.  
Indianapolis, IN 46241

(317) 247-2267

Dear Mr. Matt:

Thanks for calling. I really appreciate your help concerning the alleged UFO encounter over Indy on 2 Dec. With limited funds and time you can bet that we do not want to waste time on non-cases.

I'll try to dig out some good radar/visual cases that occurred in the region that you might appreciate. We also have some that are listed as uncorrelated targets (no visual at all) that might be interesting since they occurred during sighting periods.

Enclosed is a copy of our newsletter. I'll see that you get it each month at no charge. Please feel free to post it for others to read. The type of cases we consider important enough to follow up on are presented.

I would send you a copy of the computer transmission regarding the 2 Dec incident, but I still haven't received a hard copy. However, I just heard about Sunday at 11:32 AM.

Happy holidays.

Sincerely,

Francis L. Ridge  
Director, UFOFC  
State Director, The Indiana Group, MUFON Indiana  
FI, Center for UFO Studies, MUFON



MATT - RIDGE

R: Mark Rodeghier from the Center for UFO Studies is supposed to call this guy. We have his name and we have his phone number. That's the only part that bugs me, anybody that would stick his neck out there, if his d@ck is really wet, he's probably giving us a fictitious name, phone number, and all that.

M: Well, no, it could still be that the guy is telling you the truth as he perceives it. But, it just ain't so. I started on this thing about six thirty this morning, I've just got reams of paper written here. I went and I pulled the logs, which are the official facility record of what transpired during that period of time. And I want to share with you

R: I want to get this on tape so I can type this down. OK, go ahead.

M: I don't know if I can read you this to be taped.

R: Do what?

M: I don't know that I can read you this to be taped. I'll share it with you, but it's not public information, unless this Mark guy gets him a freedom of information.

R: Yeah, well, you know, when we do tape things I just use it for personal use only. I never violate that. I promise you that.

M: Well, all right.

R: I've just got a terrible memory.

M: At 2330 hours, on 2 December 93, and that's Greenwich Mean Time, there was an Air Carrier, and I'm going to avoid using his call sign, advised the King controller that they saw another aircraft, now I'm going to quote, "smaller than an airliner", end of the quotes, approximately 2,000 feet above their altitude. Didn't see aircraft on TCAS, nor did we see aircraft on our radar.

R: Probably didn't have his transponder, right?

M: Right. Now, TCAS, I don't know if you are familiar with it

R: No, I was going to ask you what that was

M: It's airborne collision avoidance, that my airplane can see your airplane. And the two airplanes can work out a solution if they are both TCAS equipped, so they don't run into one another. It's predicated on operating transponder, and operational Mode C. Mode C being altitude information being transmitted. So that my airplane can see your transmitted altitude or your Mode C, and your airplane can see mine. And the two little computers in this TCAS system say, OK, Francis, you descend, and Bob, you climb. And that's how it works. So this airliner, he did not have a TCAS response from the airplane he was looking at, which indicates that the transponder was not operating, and our radar didn't see him, which indicates that the transponder was not operating in that geographical area. Additional notes were made on the Master Log. That was from the Control Area down there. And the Master Log says that there were reported lights and a possible aircraft in the vicinity of this Air Carrier. Now, reading both of those statements, I don't seem to sense the urgency that's in the Chicago controller's terminology. I don't see this word "dominating the frequencies." I don't see any of that kind of stuff.

R: Well, that bothers me anyway, because I know how you guys work. You've got numerous frequencies. You don't dominate a frequency to the point where it's critical, where you have to get everybody out, for that reason.

M: We said, back to the Area Logs, that the pilot was asked to call what we refer to as our E desk, which just means it's the Area Manager's position, when he landed. And that pilot did, and they asked that pilot to call me the next morning, and I did talk to him, and he reconfirmed it was an airplane, and everything else. I then began to, if you will, dissect the Chicago controller's statement. And I guess it's ingrained in to me, it's the nature of the beast. That is my job here, to take an incident, and to break it down so that each individual step becomes understandable. The fact that his fellow identifies himself as a radar air traffic controller

R: That was unusual

M: That's strange.

R: It's air traffic controller

M: Uh huh. Now, as we go through our process of training people, when they are in any form of training, we call them developmental. When they seccede (sic) or accede (sic) to the highest level of control, we call them full performance, or FPL. Those are the commonly used terms. When this guy says he is a radar air traffic controller, it lends me to the position that he's still in a developmental status.

R: I've never heard that term used before. Have you?

M: Radar Controller?

R: Yeah, Radar Air Traffic Controller.

M: Yeah, it, it's a, uh

R: Is that a loose term, or

M: It's a credibility thing, I believe. That if I were to walk up to you on the street and say, hey, I am an FPL controller at Indianapolis, you would say, what the hell is an FPL controller.

R: Yeah, I definitely would.

M: But if I were to say, I'm a radar controller at Indianapolis, you would say, OK, I can visualize what you do now. So, that's probably where that (unintelligible word). We went on down to talk about the very busy times with the departures, and that he was dismayed that Indianapolis Center due south of him was rerouting their normal traffic. Now, those were some key words to me, rerouting and normal. Rerouting, in our business, you're down where, North Vernon?

R: Mount Vernon, down by Evansville.

M: OK. When you come up to Indy, you normally take Highway 41, but because there is some problem with 41 you decide to come up 67. That to me is rerouting. Normal traffic, another key word, so I went, we've got another specialist here, a fellow that does nothing but manages the traffic flows for our facility. And I talked to him about this particular incident, and we went to the books and we dug out some numbers. Again, relating when my supervisor was up here, remember when you and I were talking and I had him up here, he was answering questions? He felt that the situation was caused by a bunch of Detroit flights that entered our airspace that normally, and I could use that word, normally do not fly the southern route. That is a very, very distinct possibility as to have an impact on traffic. So I tried to lay out a scenario, and I worked with our traffic management guy down here, as to what the Chicago controller may have experienced. And I'm going to have to do this in a way that you can understand it. It's something I've lived with for 23 years, when I start talking about these traffic flows, and if you get lost, you just throw out the anchor, and we'll stop the boat. I think the easiest way to visualize it, is for you to take an imaginary blue cube, and set it on your desk, and then on top of it place an imaginary red cube. Now, the function for Indianapolis on certain flights going North into the Chicago Center's airspace, is to descend airplanes, so that when

they enter Chicago's airspace they enter the blue cube only. We call that a Letter of Agreement. And we send it out in writing, and it says that on all these certain flights, Indianapolis will make sure that they get to an altitude that they only get into the blue cube, and that way the red cube's traffic patterns are not affected by those flights. This particular time period, and it went on for about a week, when the jet stream was weird, there were a bunch of flights traversing Indianapolis eastbound that we generally don't work. Those flights generally stay north of us in Chicago's airspace. When they came across eastbound, it affected my Indianapolis controller's ability to descend down to the blue cube. So there were definitely some flights during a one week period of time. I can't tell you specifically if it was the second, that, because of the extra traffic in Indianapolis, entered the red cube at Chicago. We kept them higher than routine. Now that might have been something that this controller was talking about. See, I'm back to that normal traffic. Normally, he wouldn't see those guys. I would not call that a reroute, though.

R: I think the key is in the wording. First of all, we're dealing with someone that, or we're dealing with someone that we don't even know he's a reputable source. At least I haven't talked to Mark Rodeghier yet. And other thing is, it's second handed, through the supervisor that he has to the supervisor who allegedly said this, in Indianapolis.

M: And that's the guy we had up here the day you and I talked.

R: You know, basically, or what we normally have, is a pilot that comes to us in confidence and tells us what happened. This is totally backward compared to what we're used to. If there had been something, I would have liked to have talked to the pilot. But it looks like everything is sort of falling heavily on this, credibility of the guy that gave the information

M: I went on a little further, because there's some inference in here, and this is where the guy's, I don't know if it's knowledge or credibility, begins to wane a little bit more. He makes a statement here that "you should ask for the tapes from the Sky and the Wabash Sectors."

R: Yeah, I thought that was unusual, too. How would he have known the sectors, anyway?

M: That's pretty easy to do. Let's go back to our cubes. Our blue cube is the Indianapolis Sector, and that's kind of like a County in the State of Indiana. Above that cube, I'm going to give the Indianapolis Sector a specific altitude limit, for the sake of argument, from 24,000 to 33,000. That's the County in which that controller is responsible.

Above that, is our red cube, and that's the Wabash Sector. And it goes from 35,000 to infinity. And that way I can segregate my traffic based on altitude, performance, and kind of split it up so that one guy's not overly taxed. The King Sector is, if you will, the blue cube and above it is the Sky sector. So Sky is what we call super high. Wabash is a super high. And they butt right up against the Chicago boundary. So I'm sure that he has knowledge of it. That's no factor. Again, remembering from the logs now, the flight that encountered the unidentified aircraft was operating in the King Sector. Blue cube, red cube dilemma. Yet our guy from Chicago is worried about the Sky and Wabash sector. Now this "incident", if you will, and I'm going to put it in very loose quotes, occurred in the King Sector. So sky and Wabash really aren't dovetailed with it. I went and did some research with my traffic management people. Now, based upon what the Chicago controller's statement is, is that Indianapolis vacated their airspace. Or that's an allusion that I get out of it. During the hour from 2300 to 0000, now we're talking Greenwich time, on the second, 52 airplanes were traversed at King Sector. Fifty six airplanes traversed at the Indianapolis Sector. Thirty six airplanes traversed the Sky and Wabash combined sectors. Now those were just numbers to me, so I asked the guy who is in charge down there, are these numbers high, are these numbers low, are they typical? Tell me what the volume is, tell me what the numbers said. And he said he felt that the King number was a little high, the Indianapolis number was more than a little high, but not bonkers. And that the Wabash Sky number showed a little bit low. I said, OK, just for the hell of it, give me one week later on the same night. And those figures were King 54, Indianapolis 41, Sky Wabash combined 45. So what he told me was pretty close. Now, I could do that for every Thursday and, you know, come up with an average. Those numbers of airplanes that that guy worked during that 23 to 00 hour, would indicate to me that we were on a normal to a heavy traffic profile. So I don't see where this information from the Chicago guy, that we diverted all the traffic away from us, has any credibility at all.

R: I expect Mark Rodeghier to find out that he can't reach this guy, or either that, when he talks to him he'll find out he's not a credible source.

M: OK. Now, come down another line, where he says he would like you to get the radar data, which he's calling, the words, the letters E\_N\_T\_A\_P. That is not an acronym that we use. Our acronym is just N\_T\_A\_P. However, if I were to say to you, "order an NTAP," how would you spell it?

R: Yeah, but see, he put it on the wire. He typed it in and that's what makes it, if he was telling someone who put it on the wire, which we may find out that that's exactly

what happened, but the way it's presented on the printout looks like he typed it, but we may find out in the process, if we get to talk to the guy, that he told someone and someone put it on the wire.

M: Someone decoded it.

M: I see what you're saying, though.

M: Those are some of the inconsistencies I find with it. I'm not saying that this guy, if in fact he did it, is not telling you what he believed to be the situation. I'm saying that the facts just don't bear it out. So I think on your sliding scale back, there you'll have to adjust for delusion or fabrication or enthusiasm, maybe.

R: Well, we've got, some day when I get the chance I'll send you what we consider a good report either by airline or military

M: OK, and I have another thought, too, and I don't know if it's of any validity to you. The department here allows me to go around and talk to various different groups. Normally they're related to air traffic. Do you have local meetings, get-togethers, sit-downs of a group of folks?

R: No

M: OK. Because what I was going to offer to do was to come and try to share with you how our air traffic system works. To see if that would give your investigators a little better basis for truth.

R: I appreciate that. I wish that we could have done it so that we could have video taped and used it for part of our training program, but we just don't. We usually have an annual meeting and we've already had ours, and we bring in some of our experts to tell us what's going on in different parts of the world, but basically our training is done in the field and through the mail and that sort of thing. I appreciate that, I really do.

M: Those presentations are more important to the folks that you are dealing with. This is a kind of bounce off the side deal, a tangent.

R: Is there anything available, in video tape, in training?

[Conversation about training courses, etc., not relevant to UFO sighting, Ridge says he has members associated with a radar installation]

M: Theirs is ASRS. And they paint primary targets. By definition, skin paint, reflected. Highway patrol radar,

where it bounces off of something and comes back. In addition, they use transponder reinforced radar. Here at the Center we have a multiplicity of systems. Our three primary units, and that's a big word, our three most pronounced units give us both. So they'll give us primary and secondary. But then we supplement that to give us altitude coverage, by ones that only work with transponders, and that's where this guy was. He was coming off a site that's located down at Huntingburg, Indiana. And that's a secondary radar only. But we've got rules now in the system that you cannot operate above 12,500 feet unless you have an operational transponder.

R: Did you say that this unidentified aircraft had a transponder that wasn't working or what

M: We would have no way of telling if he in fact did have a transponder, but what we can say with a pretty good amount of surety is that there was no transponder reply being sent. The query that I gave the computer was to give me all targets in this specific range.

R: Now, on your radar you get an actual number on your display, don't you?

M: Only with a transponder

R: That's what I say. But here we get a double slash, don't we, on the radar here?

M: Very, very perhaps, yes. That's an older system that we had years ago.

R: In fact, I'll tell you what, they've changed that and they've invited [irrelevant conversation, only matter of interest being that Matt seems to know on a personal basis many low ranking FAA employees]

M: One of my employees is a retired Sheriff. When this thing all came to be, a week, ten days ago, I was talking to him about it and he said, yeah, they were on patrol one night, and they very definitely had a unexplainable situation, where, the cars quit and the lights went out and all kinds of stuff.

R: That's always fascinated me.

M: The electromagnetic. And this is a guy I trust with my cash registers, so I better damn well believe what he tells me.

R: [irrelevant discussion of his own sightings]

M: All I've ever found is, as a kid, I remember a blue

fireball, at low altitude go over the house, and just  
hauling ass.

tape ends

R. J. Durant  
1 Jan 93





UFOFC

UFO FILTER CENTER  
NSID (National Sighting Information Database)  
HQ: The Indiana Group, MUFON

Offices: 618 Davis Drive, Mt. Vernon, Indiana 47620

Hotline: (812) 838-9843 Fax: (812) 838-1451

December 17, 1993

NORMA J. CRODA  
5075 Donner Lane  
Indianapolis, IN 46268

Dear Norma:

Enclosed is a copy of my latest CQ with the FAA at Indy. At this point it is a non-case and they have already destroyed ENTAP readouts and erased the voice tapes. If they are not being honest with us (and why wouldn't they be?) we can't do anything about it.

The investigation now swings in the direction of the person who made the transmission from Chicago. There are discrepancies that border on hoax.

Elaine Douglas, Operation Right To Know (Washington, DC), called about this. She had her information wrong and corrected me on the event date. I later confirmed to her that SHE was wrong and that the transmission date was 7 Dec at 10:22 PM, so the event could not have happened on the 9th as she said.

I let her call the FAA for me. It was a mistake. She demanded 5-1/2 hours of tapes that would have cost thousands of dollars if they had provided them. And she asked for them for her, not us. Norma, Walt wouldn't condone her demonstrations in DC last year. She needs to be dealt with, as well as anyone who might have cost us time and money such as the guy in Chicago, if he lied or stretched the truth about this.

Anyway, keep working on contacts and friends. We now have someone in the FAA up there that will get the newsletter. Let's hope for cooperation. Mr. Matt had nothing bad to say about you and I told him that you were one of my best people.

Sincerely,

Francis L. Ridge  
Director, UFOFC  
State Director, The Indiana Group

UFOFC

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December 21, 1993

BARRY GREENWOOD  
6 West Hancock St.  
Stoneham, MA 02180

(617) 438-5187

Dear Barry:

How are you doing? It's been awhile since we've had any communication.

I was advised that you filed a FOIA request regarding the 2 Dec Indy case. Enclosed is a status report on it that I ran for you. This is data for the newsletter that is incomplete at this time. Mark Rodeghier is talking with Steven Taylor.

I talked with the FAA people on Thursday. Mr. Matt had trashed the readouts, said there was nothing on them. He talked with the pilot (why again?) and said the object was an airplane. When Norma Croda (SSD/PI for Marion county) talked with him earlier she took his word it was not a UFO situation, then he trashed the ENTAP readouts. When I talked with him he wanted to know if she and I were coordinating our efforts. Then Elaine Douglas had called and demanded 6-1/2 hours of information Mr. Matt said would have cost a small fortune to somebody.

Barry, first of all, the BBS is too slow. I got the message on Sunday morning, 10 days after the incident, 5 days after the message was put on the wire. You and I have nothing to do with the BBS, but we can complain before we get another incident like this.

Then, we just got Steven Taylor's phone number and Mark Rodeghier is working on that. If Taylor made this up, he's in trouble. No FAA ARTC is going to make up such a story, do what he did and list his name, is he? Mr. Matt said no pilot dominated the freq. In fact, Matt said they went to an isolated freq as I even thought they would have before moving people out of an area. Taylor said the pilot was either a commercial pilot or a business jet pilot, not an unseasoned one. And Mr. Matt said the pilot had thousands of hours in the air. How can this be? There shouldn't have been any emergency at all. Matt said there never was. An unidentified aircraft of the type Matt described should not have been at high altitude, either.

I'm curious what you know or what you may get on this. Please keep me advised and if I need to do anything else, please let me know.

Sincerely,

Francis L. Ridge  
Director, UFOFC  
State Director, Indiana Group, MUFON  
FI, MUFON, CUFOS



12-28-93

BARRY J. GREENWOOD  
6 W. HANCOCK ST.  
STONEHAM, MASS. 02180

Hello Frank,

Thanks for your letter. It sounds like you've obtained a fair amount of info already on the Dec. 2 story, at least as to how it was handled. I'll give Mark R. a call to find out what Taylor told him.

I'm a bit remote from that area but some paperwork may turn up. FAA usually is pretty good about that. I'll know a lot more about what we are dealing with after a response.

Put me back in for a year of UFO IN

Regards,  
Barry

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January 5, 1994

ROBERT DURANT  
106 Hessian Hill Dr.  
Pennington, NJ 08534

(609) 737-0696

Dear Robert:

This is in regard to our phone conversation last evening. Just talked with Mark Rodeghier about Steven Taylor, the alleged source of the computer message of 12/07/93 (11:17 PM). Mark has tried three times to reach him at the number given by Diane Desimone as (312) 786-1018. We are supposed to be able to reach him at this number before 1:30 PM and after 11:00 PM. Mark will keep trying.

Interesting that the message had gone online at 11:17 PM! My thoughts are that he told someone who operates a computer BBS to put the message online. Why? Because according to Mr. Matt of the FAA at Indy, "ENTAP" is not the correct term. It is "NTAP". This indicates Taylor is not a good source OR another person put it on the wire incorrect.

Please make sure that you inform the AOPA of the incorrect date for the voice communication tapes. I hope they saved them.

Enclosed is a confidential copy of the taped interview with Mr. Matt. See if you can make anything out of it. BE CAREFUL! If you use anything, it should be a quote taken from my notes, not a taped interview.

The case was logged on 12 Dec here at UFOFC, 11:32 AM as an RV. Needless to say I had to downgrade it to an NL on 21 Dec, subject to possible upgrade if we come up with anything.

Enclosed also please find other CQ and a flyer on what I try to do here at UFOFC.

Good luck to all of us in 1994!

Sincerely,

Francis L. Ridge  
Director, UFOFC  
State Director, The Indiana Group, MUFON  
FI, MUFON/CUFOS

computer copy: MUFON  
CUFOS

UFOFC

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January 5, 1994

ROBERT DURANT  
106 Hessian Hill Dr.  
Pennington, NJ 08534

(609) 737-0696

Dear Robert:

Interesting. I just got back later in the day and had a message on my recorder from Mark Rodeghier. He had talked to Steven Taylor. I returned the call at 2:00 PM.

Taylor is real. He sticks to his story. He was asked by Mark and commented that the event lasted about 30-minutes. The event was complicated because there was an airliner emergency.

So, the full message was added to the tape I sent.

More later.

Sincerely,

Francis L. Ridge  
Director, UFOFC  
State Director, The Indiana Group, MUFON  
FI, MUFON/UFOS

computer copy: MUFON  
UFOS

Dear Francis:

Please review the enclosed letter, and get back to me via telephone with your comments. I won't send the copies until I hear from you.

The notes you sent indicate that Matt told you in a previous conversation that the "unknown" was found to be an airplane. I think under the circumstances that we need more than just Matt's opinion. He seems to have spent so much time on this case, and to have flushed out so many details aimed at discrediting Taylor, that the exact identity of the "unknown" airplane should have been found at once.

Note that I have done to the FAA what they routinely do to pilots, which is to say, I have placed the incident in a regulatory-legal context.

My instinct now is that you should send a copy of my letter to Matt, ask for a reply, and stand by for a telephone call. He will be extremely reluctant to respond in writing, or so I think. Unless, of course, this incident was much more benign than I now think it was. Anyway, this is a start.

*Bub*





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Your Phone Number (Very Important): **(609) 737-0696**

To (Recipient's Name) Please Print: **FRANCIS RIDGE**

Recipient's Phone Number (Very Important): **(512) 835-9843**

Company: \_\_\_\_\_ Department/Floor No.: \_\_\_\_\_ Company: \_\_\_\_\_ Department/Floor No.: \_\_\_\_\_

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**Robert J. Durant**  
106 Hessian Hill Drive  
Pennington, NJ 08534  
(609) 737-0696

12 Jan 93

Mr. Francis Ridge  
UFO Filter Center  
618 Davis Drive  
Mt. Vernon, IN 47620

Dear Mr. Ridge:

Per your request, I have reviewed your detailed notes of a conversation you had with a Mr. Matt of the FAA's Indianapolis Center concerning the alleged UFO event on December 2, 1993.

The principal source of the story is certainly known to Mr. Matt. His computer bulletin board message was widely read, and it appears from your comments that several parties have independently contacted the FAA about the matter. Moreover, even deleting his name from the message leaves ample evidence which would allow Mr. Matt to narrow the source to several individuals. Yet I gather that Matt never indicated to you that he knew the source, or had interviewed him, which is odd considering the immense amount of time that was devoted by Matt to this inquiry.

The source says that he had a great deal of additional air traffic to handle during the period of time in question. Matt, relying on what appears to be thorough documentation, says no such extra traffic existed. I suggest that you take this up with the source.

There were three instances in which the FAA got information from the pilot of the Air Carrier (airliner) about the unidentified aircraft. First, in radio communication with Air Traffic Control while traversing the airspace controlled by Indianapolis Center. Second, when the pilot spoke by telephone with the supervisor of the Indianapolis Center, in response to a radio request to call upon landing. Third, when Matt spoke to the pilot at some later time.

According to Matt, the pilot reported "another aircraft, smaller than an airliner, approximately 2,000 feet above his altitude." Later, Matt quotes the Master Log kept by Indianapolis Center, saying that there were "reported lights and a possible aircraft in the vicinity of the Air Carrier." That seems to be the sum of the description

furnished to you by Matt. We are told nothing about how long the unidentified aircraft was in sight, what its trajectory was relative to the airliner, what its perceived shape and color were, if it carried standard navigation lighting, and so forth. What did the other cockpit crew members report? These are not minor details.

From your notes I gather that the unidentified aircraft was never identified, a topic that apparently neither you nor Mr. Matt ever raised during your conversation.

The unidentified aircraft did not produce a display on the Air Carrier's TCAS, nor did it produce a display on the radar control unit being used by Indianapolis Center. When the pilot queried the air traffic controller, there was no target noted in the vicinity of the Air Carrier. The ground radar in use did not have the ability to display "primary" targets, instead showing only transponder (secondary radar) replies.

Apparently Mr. Matt passed over these items quickly and then went on at length about other matters which strike me as peripheral.

The central issue here is a report by a competent airline pilot of an aircraft in the high altitude airspace system which neither he nor the responsible air traffic controller could identify. This occurrence violates federal regulations and the formal air traffic control procedures, and constitutes a very serious threat to safety.

Thus it is not remarkable that Mr. Matt undertook a diligent investigation. It is unfortunate that in conversation with you he did not share the conclusion reached by the FAA's internal inquiry. For example, what was the identity of the then unidentified aircraft? Why was it operating without a transponder, in violation of the Federal Aviation Regulations? What certificate action has the FAA initiated against the pilot-in-command of the unidentified aircraft? In addition to operating without a transponder, that pilot failed to maintain radio contact, which is subject to penalty under the "careless and reckless" provisions of the FARs.

Why was the Indianapolis Center unaware of the existence of this aircraft in their air space? What certificate action and/or disciplinary action has been initiated with respect to the Air Traffic Control specialists of the previously inhabited Center and their supervisors who failed to advise Indianapolis Center of this traffic?

The existence of an aircraft that was unidentified at the time it was reported by the air line pilot in the high

altitude air space system is truly extraordinary. The enormous and ominous implications of this fact are difficult to convey to persons outside of the aviation community. I rely, of course, on the testimony of the source, and your account of the conversation with Mr. Matt for the basic assumption that the aircraft was not identified at the time it was reported in the air or even by the time of your conversation with Matt.

Matt states that the pilot-in-command of the airliner was asked to telephone the supervisor at Indianapolis Center upon landing. This is consistent with standard FAA practice pursuant to a serious incident. That Matt should then follow up with yet another telephone call to the pilot underscores the serious aspect of the affair. Another question that should be posed is, does the FAA consider the pilot of the airliner to be competent? After all, it was he who reported an "aircraft" that Air Traffic Control did not know existed, and that the ATC radar could not detect. Under the circumstances, one would expect certificate action to be initiated against the pilot, for careless and reckless operation of his airplane, as well as emergency revocation of his airman's certificate pending review of his medical fitness.

Let me suggest that you share this letter with Mr. Matt. It may well be that there are excellent answers to the various questions I have raised. If, on the other hand, upon mature consideration of the issues you decide that his responses are not adequate, there are several avenues you can pursue, such as raising the matter with your congressional representatives.

Sincerely,



R. J. Durant

copies:

Richard Haines, Ph.D.  
Mr. Bit Fretwell, ALPA Safety & Engineering

UFOFC

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January 14, 1993

FEDERAL AVIATION AGENCY  
Indy Air Route Traffic Control  
Attn: Bob Matt  
Quality Assurance Specialist  
1850 S. Sigsbee Rd.  
Indianapolis, IN 46241

(317) 247-2267

Dear Mr. Matt:

We're still trying to process the 2 Dec incident out and have some nagging questions that some of our experts have asked me to pass on to you. Enclosed is a letter I received from Robert Durant.

One thing that would be of great help would be for one of our experts to talk with the pilot. Mr. Durant would like to speak with him since he has more expertise in these matters than most of us here in Indiana. His number is:

ROBERT DURANT  
(609) 737-0696

You can promise the pilot that we will not use his name in any report or paper. If you can get him to do this, Mr. Matt, we would really appreciate it.

We would also like to thank you for your cooperation. We all feel that you have gone out of your way to check into this incident and report your findings.

Sincerely,

Francis L. Ridge  
Director, UFOFC  
State Director, The Indiana Group, MUFON Indiana  
FI, Center for UFO Studies, MUFON

UFOFC

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January 14, 1994

ROBERT DURANT  
106 Hessian Hill Dr.  
Pennington, NJ 08534

(609) 737-0696

Dear Robert:

Just received your FEDEX. A copy of the updated log is enclosed.

Sent a copy of your letter to the FAA (Mr. Matt) on Friday so that he wouldn't call before Monday. I want to be ready for that call. I hope he has the pilot contact you. If he asks for a "window", I'll have him try you in the evening.

I checked everything over and agree with your letter and the transcription. That's for the latter, especially. And your comments were well-taken. Maybe we'll get somewhere.

I am returning what looks like an original page two of your letter. I kept the one that look's like the copy. I thought maybe it might have gone out in error.

Thanks for your help, Bob. Let's see what we can do in 1994!

Sincerely,

Francis L. Ridge  
Director, UFOFC  
State Director, The Indiana Group, MUFON  
FI, MUFON/CIUFS

~~computer copy: MUFON~~  
~~CIUFS~~

UFOFC

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January 21, 1994

ROBERT DURANT  
106 Hessian Hill Dr.  
Pennington, NJ 08534

(609) 737-0696

Dear Robert:

Here's the latest update on 2 Dec incident. Destroy outdated page three.

Awaiting call from pilot. He may call you instead of me as I told Mr. Matt it would be better since you guys speak the same language.

Read your latest in the IUR. Enclosed is a graph I made and copied for you. UFO reporting was really down in the early 80's but shot up in 1986 and hasn't declined since. This 6-state region contains 4 of the top ten CE states (MO, IN, IL, OH), so the indicators should be accurate.

Sincerely,

Francis L. Ridge  
Director, UFOFC  
State Director, The Indiana Group, MUFON  
FI, MUFON/UFOS

computer copy: MUFON  
UFOS

1 Feb 94

Francis,

I have several sources within the airline pilot community continuing to look into the Indy Center event. It may be another two weeks before I hear back. Just want you to know the issue is not dead...yet.

The big news is the initiative by Congressman Steven Schiff to look into Roswell. I would hope that MUFON gets firmly behind this one, mainly by urging the membership to write to their own congressman urging that they support Schiff's inquiry. Schiff is not saying this is a real, honest to God alien craft-crash, but just wants the Defense Department to tell him what the current government position is on the events at Roswell. They won't, and now refuse to talk to the General Accounting Office, either.

