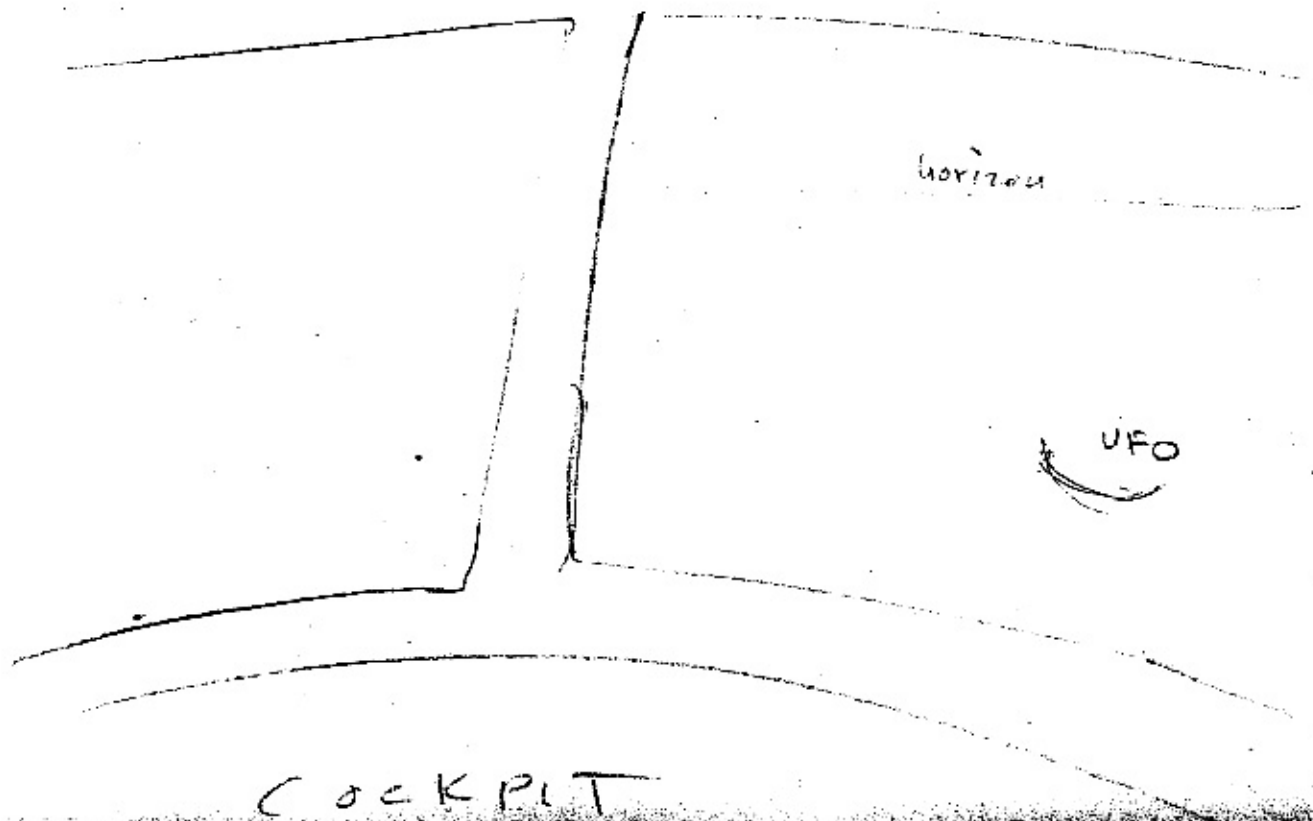
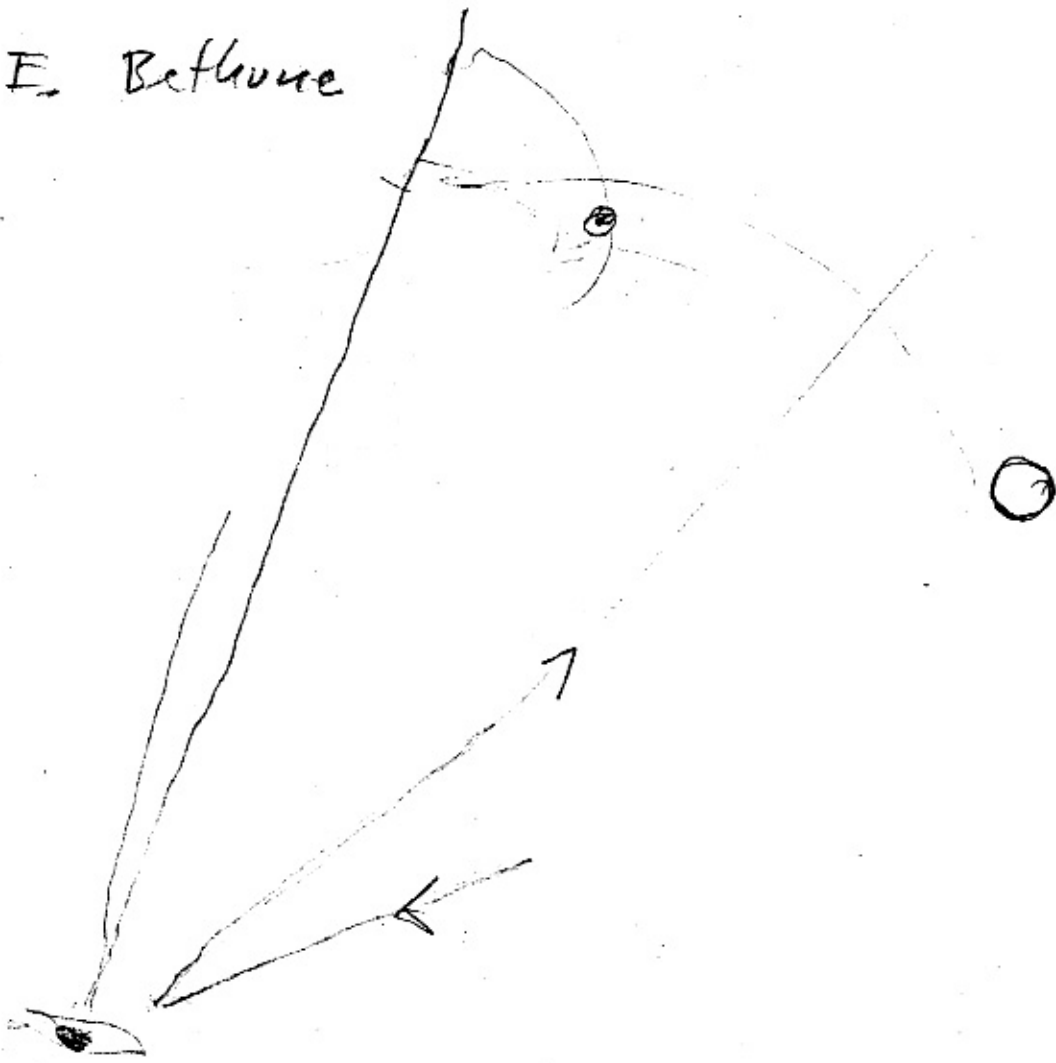


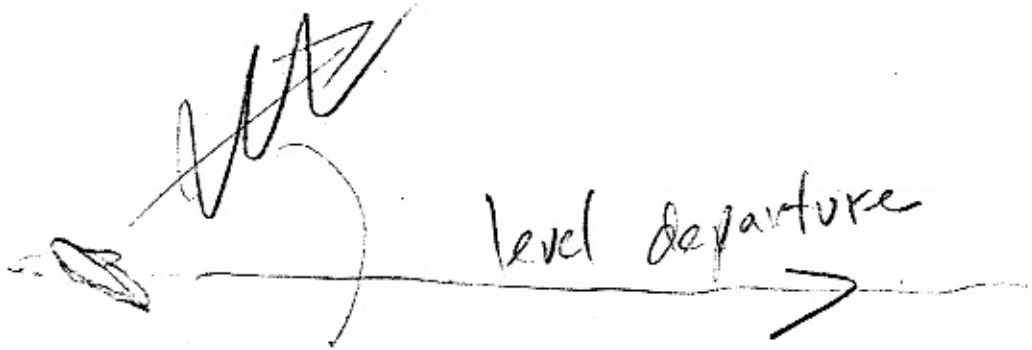
The sketches on the following pages were made April 25, 1970, by the primary witness, G. E. B., during interview with S. Nixon. The sketch below was drawn by Mr. Nixon in an attempt to show where the UFO was visible in the cockpit window.



Graham E. Bethune

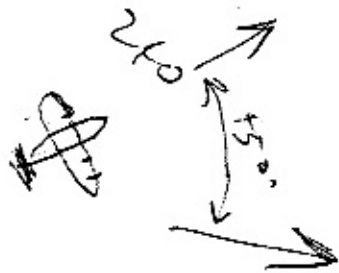


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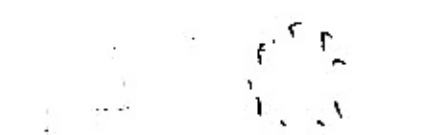
63



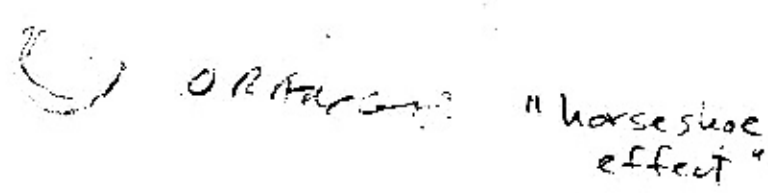
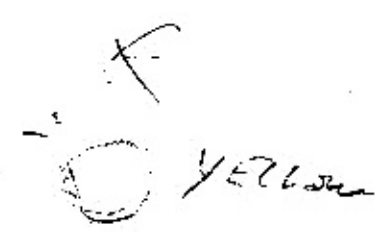
UFO



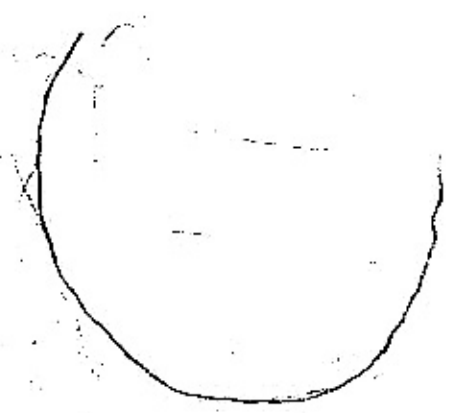
square or circular
patter - not clear



definite circle

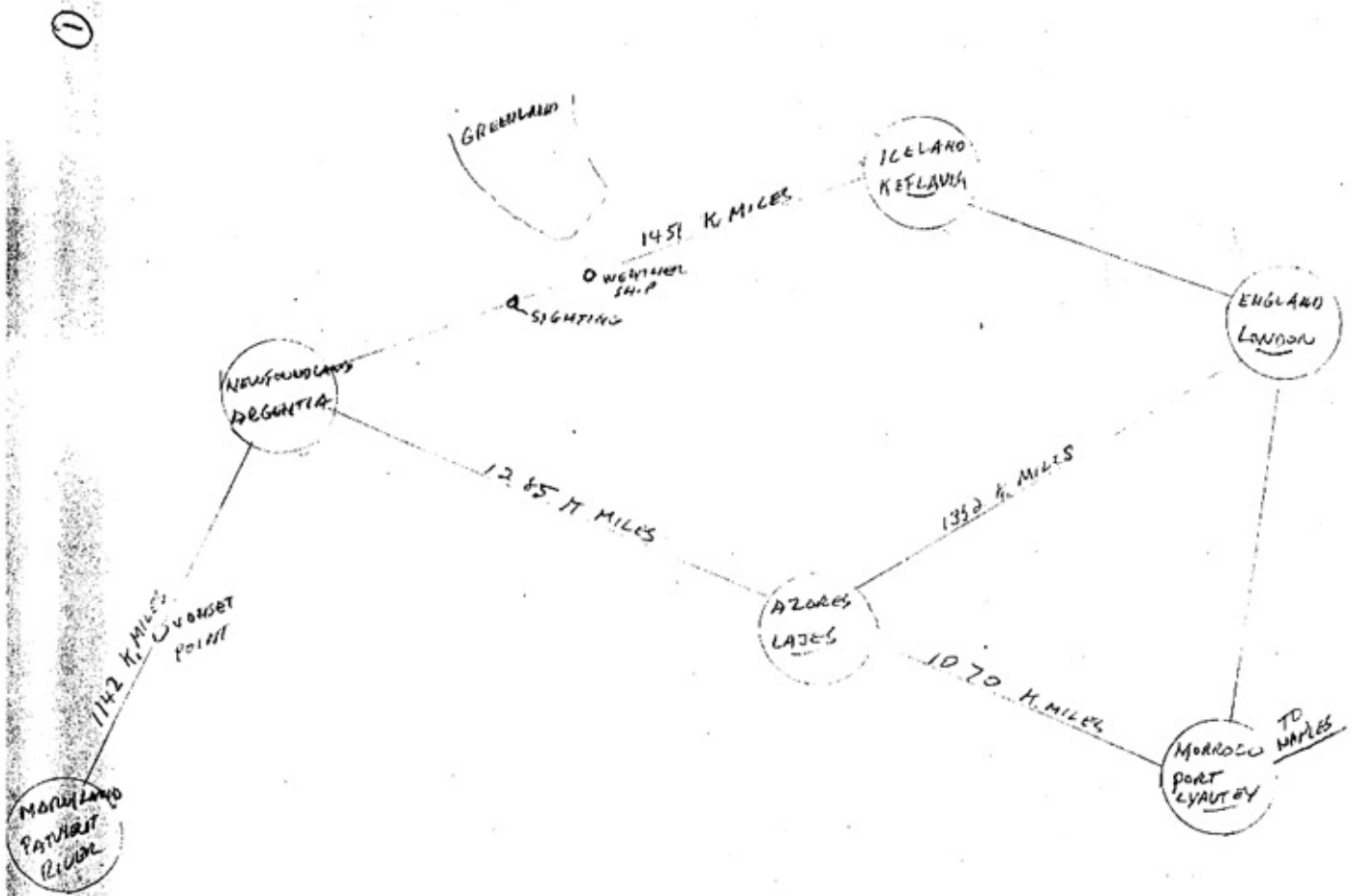


"horseshoe
effect"



BLUE PEN

1951
NORTH ATLANTIC SCHEDULE ROUTES



From Bill Pitts
Item from Maj Dewey Fournet's
"brief case"



UNCLASSIFIED
OPERATION INTERLOPER—RECENT REPORTS

INCIDENT #26

Source: Lt. George P. Williams, USN, Class IX, Naval Intelligence School

Lt. Williams reports the following personal experience which happened to him about 0300 on the night of 21 February 1951, while he was piloting a Navy Fleet Logistics Air Wing plane:

"We had taken off from Keflavic airport, Iceland, about three hours earlier, and had climbed to cruise at 10,000 feet, heading toward Newfoundland. It was one of those beautiful nights with a large, almost full moon and a thin layer of broken cumulus below us with tops about 3,000 feet. As we cruised along, I glanced idly about and noticed an unusually bright light through the clouds ahead. At first thinking it was a ship, I called the co-pilot forward. He was in the next compartment talking with other members of the crew.

"We along with others in the 9 man crew watched the light. It rose up from beneath the clouds and approached us at a terrific closing rate. We froze in wonder. It veered to our port side and hovered momentarily as if to examine us. It then rose at an amazingly rapid rate, and disappeared off our port quarter.

"The object was difficult to judge as far as size, but our general estimate was that it was a minimum of 200 feet in diameter (and probably larger). It was flat elliptical or cigar-shaped by side view, and seemed to be squewing a ring of red-orange exhaust all along the periphery.

"No cockpit-type enclosure was noted. Its speed was so great that we could not comprehend its coming from earth. The one main outstanding feature other than the "fire around the edge" was its large size—larger than an R5D. The question is: Where could such a large object be hangared on earth and be kept a secret?"

Lt. Williams says the sighting occurred at approximately Latitude 60° N, Longitude 33° W. The object was in sight for about five minutes.

INCIDENT #27

Source: Frank Edwards, Mutual News commentator, Spring, 1951

A South African Airways Constellation had left Nairobi, Kenya, on a flight from London to Johannesburg. As it passed over the crater of an extinct volcano near the Tanganyike-Kenya border, the pilots noticed a silvery disc deep in the bowels of the great mountain. They orbited their ship over the crater, until suddenly the disc took off at a high rate of speed, and shot straight up into the air. It disappeared in the skies high above the Constellation. Two passengers on board the plane managed to take motion pictures of the disc.

MONTH FEBRUARYYEAR 1951

DAY	AIRCRAFT		CHAR. ACTER OF FLIGHT	FLIGHT TIME AS				TOTAL FLIGHT TIME
	MODEL	BUREAU NO.		PILOT	CO-PILOT	STUDENT	PASSENGER	
				AC	FP	CP	DP	SC
- 8	R5D	56536	1R1	1.6	0.2			1.8
10	R5D	56501	1R1	2.3	2.0			4.3
23	JRB	85129	1R1	1.5	1.5			
27	JRB	85126	1R1	3.0		3.0		
14	R5D	90389	1R2	0.9				0.9
16	R5D	90389	1R2	7.2				7.2
16	R5D	90389	1R2	6.4	6.4			
16	R5D	90389	1R2	6.0				6.0
18	R5D	56537	3R2	6.4	4.4	4.4		1.0
18	R5D	56537	1R1	7.7	6.0			1.7
18	R5D	56537	1R1	4.6				4.6
18	R5D	56537	4R3	2.1				2.1
24	JRB	85124	1R1	3.0		3.0		
27	R5D	50850	1R1	0.6		0.6		
28	JRB	85124	1R2	2.9		2.9		
14	R5D							
TOTAL - THIS PAGE				70.6	77.1	12.9		43.0
BROUGHT FWD.				912.3	384.3	156.8		71.3
4 192.9				583.9	449.7			114.3
GRAND TOTAL								

SPECIAL PILOT TIME				NUMBER CARRIER LOGS.	REMARKS
INSTRUMENT	MULTI-ENGINE		SINGLE ENGINE NIGHT		
	DAY	NIGHT	NIGHT		
IT	NV	FL	1/2		
30	1	2			KEFLAVIK-NWP-MCO
					MCO-NHK
			6		NHK-NHK
					NHK-NHK
					NHK-MCO
					MCO-NWP
1.04			1	00A	NWP-LGS
					LGS-NH4
1.04					NH4-LGS
					LGS-NWP
					NWP-MCO
					MCO-NHK
					NHK-NHK
					NHK-NHK
					PHX-LOCAL
5.5	7.6		1007		St. J. Bethune PILOT
540.2	622.6				
545.7	660.2				St. Martin

WORLD-Mercator

Tajik (pop.), U.S.S.R.	82	Tuvalu (pop.), Fr. Poly.	67	Vancouver, Canada	3	West Indies (Isls.), N. America	25
Tanzania, U. S. S. R.	53	Tuvalu (pop.), U.S.S.R.	67	Vancouver (Isl.), Canada	H3	West Iran	6
Tanzania (cap.), Iran	54	Tuvalu (cap.), U.S.S.R.	67	Venezuela	L5	Western Samoa	F6
Tanzania	55	Turkey	F4	Veracruz, Mexico	K5	White (cap.), U. S. S. R.	R2
Tanzania (pop.), U.S.S.R.	55	Turkey (Isl.), Amer. Samoa	F4	Verkhoyansk, U. S. S. R.	C2	Wilkes Land (Isl.), U.S.S.R.	T1
Tanzania (pop.), U.S.S.R.	55	Tuvalu (Isl.), Amer. Samoa	F4	Victoria (lake), Africa	R6	Windward (Isls.), South-West Africa	P7
Tanzania (pop.), U.S.S.R.	55	Tuvalu (Isl.), U. S. S. R.	67	Vienna (cap.), Austria	P3	Winnipeg, Canada	K3
Tanzania (pop.), U.S.S.R.	55	Tuvalu (Isl.), U. S. S. R.	67	Vietnam	R5	Winnipeg (Island), U. S. S. R.	C2
Tanzania (pop.), U.S.S.R.	55	Tuvalu (Isl.), U. S. S. R.	67	Vilnius, U. S. S. R.	R3	Wulak, China	D4
Tanzania (pop.), U.S.S.R.	55	Tuvalu (Isl.), U. S. S. R.	67	Vladivostok, U. S. S. R.	J3	Yakutsk, U. S. S. R.	O2
Tanzania (pop.), U.S.S.R.	55	Tuvalu (Isl.), U. S. S. R.	67	Volgograd, U. S. S. R.	S3	Yana (river), U. S. S. R.	O2
Tanzania (pop.), U.S.S.R.	55	Tuvalu (Isl.), U. S. S. R.	67	Voronezh, U. S. S. R.	R3	Yangtze (Kiang) (river), China	D6
Tanzania (pop.), U.S.S.R.	55	Tuvalu (Isl.), U. S. S. R.	67	Wake (Isl.)	E5	Yaounde (cap.), Cameroon	P5
Tanzania (pop.), U.S.S.R.	55	Tuvalu (Isl.), U. S. S. R.	67	Wales Bay, S. Africa	P7	Yellow (cap.), Asia	O6
Tanzania (pop.), U.S.S.R.	55	Tuvalu (Isl.), U. S. S. R.	67	Warsaw (cap.), Poland	R3	Yemen	O5
Tanzania (pop.), U.S.S.R.	55	Tuvalu (Isl.), U. S. S. R.	67	Washington (cap.), U. S.	L4	Yerofey (river), U. S. S. R.	O2
Tanzania (pop.), U.S.S.R.	55	Tuvalu (Isl.), U. S. S. R.	67	Washington (Isl.)	G5	Yokohama, Japan	D4
Tanzania (pop.), U.S.S.R.	55	Tuvalu (Isl.), U. S. S. R.	67	Wellington (cap.), New Zealand	E6	York (Cape), Australia	D6
Tanzania (pop.), U.S.S.R.	55	Tuvalu (Isl.), U. S. S. R.	67	Wellington (Isl.)	G5	Yugoslavia	O5
Tanzania (pop.), U.S.S.R.	55	Tuvalu (Isl.), U. S. S. R.	67	West Germany	P3	Yukon (river), North America	R6
Tanzania (pop.), U.S.S.R.	55	Tuvalu (Isl.), U. S. S. R.	67			Zambia	R6

LAND AREA	57,510,000 sq. mi.
WATER AREA	139,440,000 sq. mi.
TOTAL SURFACE AREA	196,950,000 sq. mi.
POPULATION	3,218,000,000

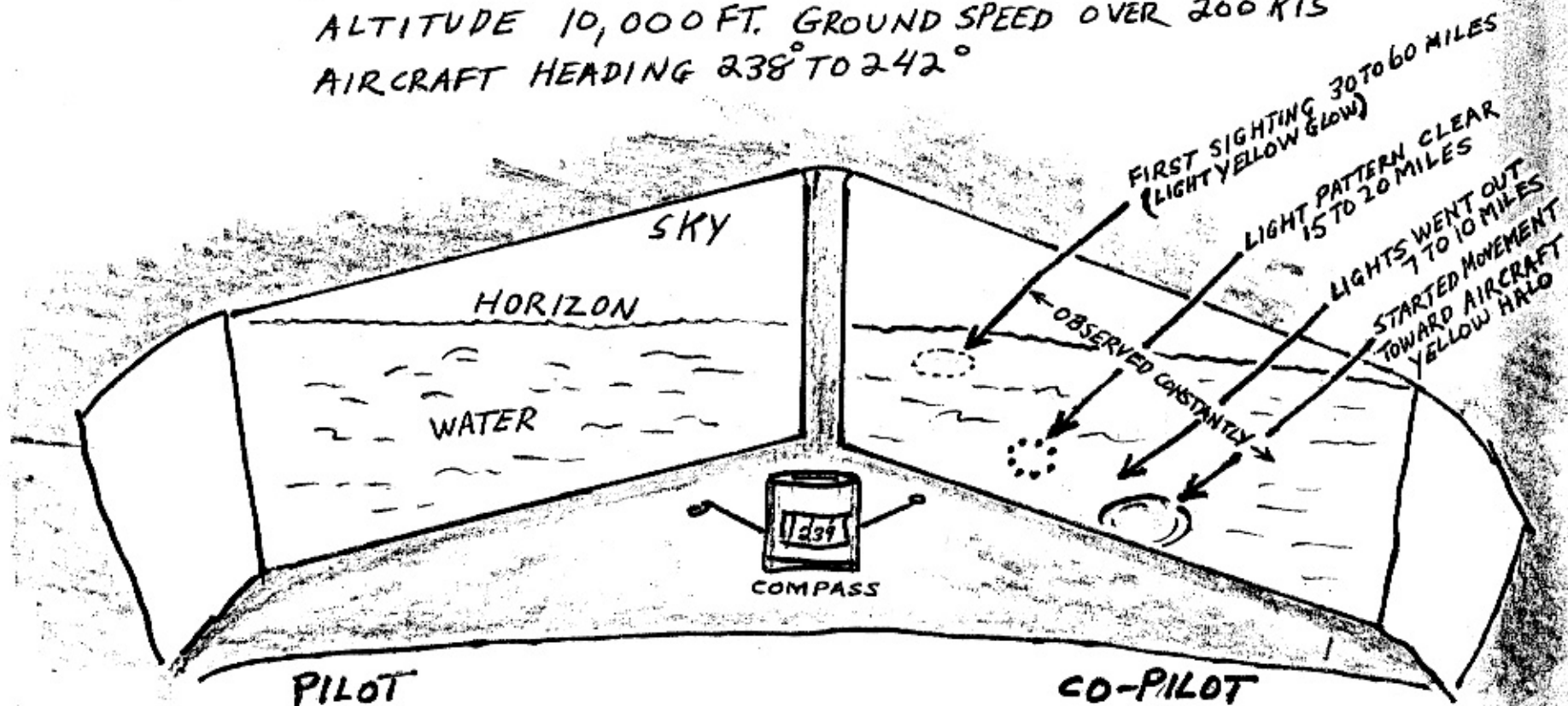


1951

VIEW FROM INSIDE COCKPIT R5D

ALTITUDE 10,000 FT. GROUND SPEED OVER 200 KTS

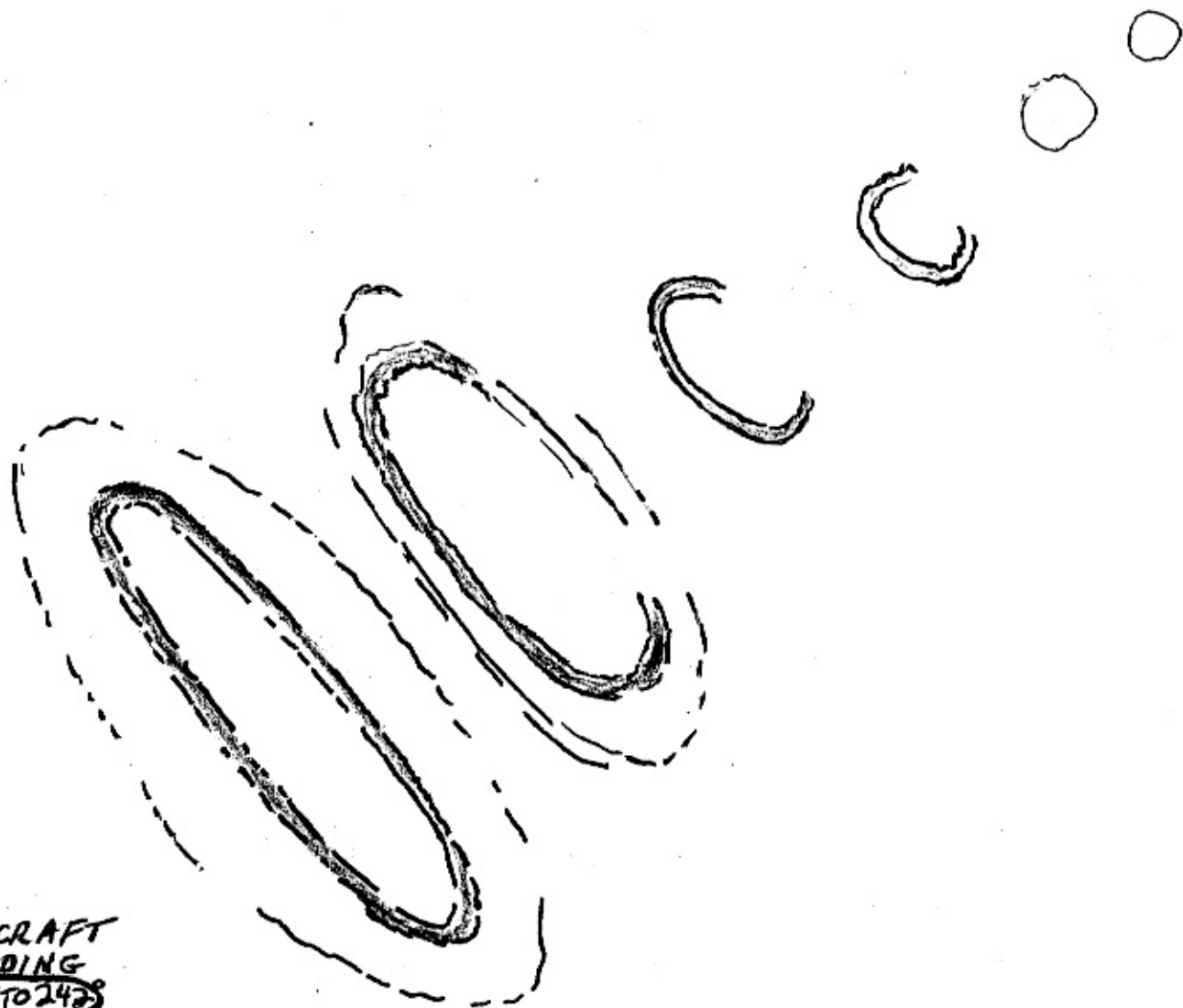
AIRCRAFT HEADING 238° TO 242°



1951

VIEW AS OBJECT APPROACHED AIRCRAFT


AIRCRAFT
HEADING
235° TO 243°



From: Bob Durant <70232.17@compuserve.com>
To: Mark Rodeghier <MARKROD@xsite.net>
Date: Thursday, October 22, 1998 11:53 AM
Subject: Bethune Report

Mark,

The report is written by me, but in an attempt to make it just a teeny bit folksy in tone, like Bethune speaks. That is the provenance of the report.

A little more detail: Graham Bethune is 78 years old, lives in Toms River, NJ, about an hour and a half from me. He is one of the New Jersey UFO "regulars," and I see him from time to time at a crazy monthly saucer group. Graham has become a fixture on the New Age lecture circuit with his tale of the 1951 UFO sighting. Very much of the gentleman of the old school type of person, but when he got serious about telling the world about this sighting, he took up with the wrong company. Graham has soaked up all of the really crazy stuff that is out there, and his lectures are marred by the intrusion of "information" from various channelers, etc.

Anyhow, in March of this year he took me aside and said that for various reasons he wanted to put his story on paper. Mainly, people keep asking him about it and he had no reliable text to give them. (The most recent intense interest in this case comes from Steven Greer.) Bethune asked me if I could help him to write something suitable. I agreed, thinking I could handle it with a couple of taped telephone interviews. Silly me. What you have is probably the sixth or seventh draft, and I don't think it is the last. Bethune keeps remembering new bits and pieces, or wanting to add this and that. I feel that having gone this far, I must continue.

The manuscript you have will be supplemented by five or six illustrations and by the 17 pages of the Project Twinkle report.

Working with Bethune is a reminder of the Roswell problem, where these ancient memories are vague and then one must wonder about the veracity of the fragments that reappear.

Perhaps the final version can be boiled down into an IUR article or

10/22/98

something like that. The full version will weigh in at 45 or 46 pages. Bethune will have some copies made, or so the current plan goes.

What you have is an interesting UFO report very heavily padded with irrelevant autobiographical information, anecdotes, etc. That's what the old boy wanted, so that's what I gave him. You may not believe this, but I have had to fight long and hard to keep it from blossoming into something really vast and incoherent. In Bethune's view, the current text is bare bones.

From: Bob Durant <70232.17@compuserve.com>
To: Mark Rodeghier <MARKROD@xsite.net>
Date: Tuesday, October 27, 1998 6:16 AM
Subject: Bethune

Mark,

While I wait to see the Keyhoe material on Bethune, here is the letter I spoke about. It was hand written, and I transcribed it, thinking it important because it was the first contact between Bethune and Keyhoe, meaning the first time the civilian UFO world was aware of the Bethune sighting. It is a small glimpse into the world of the upper levels of the Navy, and their interest in UFOs. Obviously a private interest rather than anything official. The letter is written by Captain James Taylor, a senior officer in the Navy engineering department. Bethune worked for Taylor as a test pilot and program manager, and told Taylor about the UFO sighting. Per Bethune, one day they were talking about a proposal for anti-gravity research that the Navy had received, and Taylor said something like, "I think that is how those things fly," which Bethune took to mean flying saucers. With that opening, Bethune told Wilson about his sighting. Bethune thinks Taylor went to Fahrney, who went to Keyhoe with the story. Or so I recall. Trouble is, Bethune tends to mix all this stuff up and then mix it with statements like, "but of course the Pleidian ships use time warp propulsion." This he has picked up not from his Navy colleagues but from the fringe crowd he has hung out with for 20 years. As a writer trying to put the 1951 UFO sighting on paper in a way that will make sense, this sort of rambling and interpolation of crazy stuff makes life difficult. Please pass this to Frank. Pasted below is my text:

I received the following letter dated May 13, 1960 from my old boss, Captain Jim Taylor.

Dear Graham:

I appreciated your and Lou's Christmas card. Also I enjoyed the phone conversations with you, and am glad you like your TAR duty.

10/27/98

You remember Major Don Keyhoe? He is one of the people who have written books, reports, analyses, etc. on "flying saucers." He got in the Air Force's hair a few years back and they more or less closed the door on him. He was connected with some civilian committee whose object was to get the facts to the public. I told him, or rather told Rear Admiral Del Fahrney (Ret.) about your sighting and Adm. Fahrney relayed it to Keyhoe. I am enclosing Keyhoe's letter to me. (I guess he's writing another book.) You can reply to Keyhoe if you choose. I told him where you are stationed.

He came out to Detroit at the invitation of some engineering society while I was there. His biggest beef at that time was that the Air Force wouldn't tell him anything.

I am on my way to the Far East again. We did too good a job out there last year and got invited back this year.

Best regards to all our old friends. With best personal regards,
Sincerely, Jim
Taylor.