

PAYSON, ILLINOIS CODE BLUE

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by fran ridge



You are sitting out on the deck with another person, enjoying the sunset. The sky is clear and there isn't any haze, but there is a light northern breeze. Just a few degrees south of the sun, which was sitting on the horizon at about 30 degrees above the horizon, a dim "star" appears. It remains stationary for about 5 minutes, but it had slowly gotten brighter until it gleamed like the sun reflecting off a jetliner fuselage, an brighter than any star. The moon would have been visible but it was behind a cloud bank and to the south. The strange lighted object dimmed slowly back to very faint, then it increased in brightness again to the metallic bright gleam for a few moments, and then faded slowly until it was barely visible. Whatever it was, it seemed highly reflective and its motion must have created different angles reflecting the bright light of the setting sun. While his companion was looking on, the man looked at the Star Chart on his cell phone to confirm the name of the star in that location, but there wasn't supposed to be any. And when he looked up to take another look at the object it was nowhere to be seen and did not reappear.

It's not unusual to see the sun glint off an airliner in the distance when it banks to make a turn. It's also common to see part of a contrail near the sun, a short segment that dissipates about as fast as it is ejected and the jet that is producing it isn't invisible. But there was something about this particular event that struck the man as unusual.

This witness not aware that at that time, MADAR site 97 at Payson, Illinois, which was not DAS-equipped, had an anomaly. In August of 2020 only .about 25% of the MADARs had this alarm system. Later, while checking his email, the operator, the same man who had witnessed the strange bright object in the west, found that the MADAR site had an alert at the exact time his sighting had occurred!. His alert email read: "A magnetic anomaly has occurred on node: 97 Mag: 186.00, Compass: 84.88, Pressure: 29.12, Time: 2020-8-29, 23:29:33 GMT". The magnetometer reading was unusually high and the MADAR log during the alert documented an MSV (multiple sensor verification) in the compass heading from 82 degrees to 86 degrees. The shield or threshold on the MADAR had been set at 23, 7 milligauss lower than most of the devices.

One would not think that a UAP in the distance would or could produce enough E-M to trigger a MADAR this way. The magnetometer had been logging readings at status mode of one dataline per minute with magnetometer readings as low as 1.12 milligauss, but right at 23:29:33 UTC (6:29 pm) the readings jumped to alertStart 186 milligauss!. So now the device was in alert mode and logging data at a faster rate or one line per second. Originally our analysis showed a 7-second duration, but the spreadsheet has a timing discrepancy, and right before the "code blue" alertStart the 1.12 milligauss reading was at 23:29:19, then on the next line jumped to 186 at 23:29:33 a 14-second period. Thirteen seconds was missing. And after the disturbance ended at 23:29:40 UTC, 21 seconds had passed. At that point the readings had died down to 1.5 milligauss. In this analyst's opinion if the node 97 had been DAS-equipped and the alarm panel within earshot, the two events would have been noticeably synonymous. As a routine check a Flight Radar 24 loop was attempted in October of 2021 to see flights for that date/time but the sighting was over 365 days old and the data was not available with our version of the software.. This case is rated as an unknown, classified as a Distant Daylight Object.

This incident was selected for two reasons. 1) To see if the building might have had vinyl siding instead of aluminum, and 2) to see if there was any indication a standard craft had entered Payson, Illinois' airspace. No small probe or alien drone would be expected to produce that kind of E-M at that distance, and there certainly wasn't any reports of a mother ship, which probably would not have made any dynamic motions that would produce this type of disturbance. This left us with the possibility that the craft that triggered 97's MADAR was a more-dynamic standard and probably manned vehicle that dropped in just in time to be seen and tracked on MADAR that evening.

Recently when I emailed the operator about his SMS and cell service at that MADAR site I asked him about the siding and he had not even thought much about what had happened that evening. He didn't own a DAS and the term "code blue" didn't mean anything to him. And, guess what? His home had aluminum siding and a metal roof! So whatever the frequency of the E-M from UAP might be, it was able to pass through the metal covering this home in Payson, Illinois.

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